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THE

NORTHERN TRAVELLER;

CONTAINING THE ROUTES TO

Niagara, Quebec, and the Springs,

WITH THE

TOUR OF NEW-ENGLAND,

AND THE ROUTE TO THE

COAL MINES OF PENNSYLVANIA.

Theodore Wright 15

Embellished with nineteen Maps and eight Landscapes.

SECOND EDITION, IMPROVED AND EXTENDED.

New-York:

PUBLISHED BY A. T. GOODRICH.

J. & J. HARPER, PRINTERS.

1826.

Southern District of New-York, ss.

BE IT REMEMBERED, that on the 8th day of May, in the fiftieth year of the Independence of the United States of America, A. T. GOODRICH, of the said District, has deposited in this office the title of a book, the right whereof he claims as Proprietor, in the words following, to wit:

The Northern Traveller · containing the Routes to Niagara, Quebec and the Springs, with the Tour of New-England, and the Route to the Coal-Mines of Pennsylvania.—Embellished with nineteen Maps, and eight Landscapes.—Second Edition, improved and extended.

In conformity to the Act of Congress of the United States, entitled, “An Act for the encouragement of Learning, by securing the copies of Maps, Charts, and Books, to the authors and proprietors of such copies, during the times therein mentioned.” And also to an Act, entitled, “An Act, supplementary to an Act, entitled an Act for the encouragement of Learning, by securing the copies of Maps, Charts, and Books, to the authors and proprietors of such copies, during the times therein mentioned, and extending the benefits thereof to the arts of designing, engraving, and etching historical and other prints.”

JAMES DILL,
Clerk of the Southern District of New-York.

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PREFACE

TO THE SECOND EDITION.

The ready sale of the first edition of the *Northern Traveller*, during the last season, has encouraged the publication of another on the same plan, with an extension of the routes, and the addition of many embellishments.

The present volume, therefore, contains the original tours to Niagara, the Springs, and Quebec, much enlarged and improved; and to these have been added the tour to the Coal Mines of Pennsylvania, and that of the New-England States, with brief descriptions of several cities, including Boston, New-York, Philadelphia, Baltimore, Washington, and Charleston. The type is small, and the matter compact; so that the volume, although of a convenient pocket size, contains as much matter as an ordinary octavo of four hundred pages.

Material additions have also been made to the embellishments of the work. Four new landscapes have been engraved for this edition, copied from recent drawings, besides three new maps, one of which presents a general view of the routes. The work now contains eight landscapes and nineteen maps.

To these have been superadded in a part of the edition, eight of Melish's correct and beautiful maps of the environs of Boston, New-York, Philadelphia, Baltimore, Washington, Charleston, Niagara Falls, and the Springs.

As important changes are continually taking place in different parts of the country included in the tours, only a limited number of copies of the second edition have been published, proportioned to the number of travellers in a single season; and it is intended to make such alterations and improvements in the work, from year to year, as subsequent circumstances may seem to require.

A conviction of the importance of such a work to the numerous and intelligent travellers who annually visit the northern parts of this country, first suggested the publication of the *Northern Traveller*; and the readiness with which it has passed into their hands, for a similar reason, seems to require its extension and improvement, that its usefulness may be proportioned to its demand. Indeed, it could not be regarded as a matter of indifference, that a little work prepared in such haste, and necessarily very imperfect, should be again offered to travellers of taste and intelligence, as a fit companion and a capable guide for an extensive and delightful tour. In order to add to the pleasure and improvement of travelling, and at the same time to do more justice to the interesting scenes with which the country abounds, much care has been taken and much labour bestowed, which, should they prove successful, will be considered amply rewarded.

General Arrangement.

(For particulars, see Index, page 369.)

	Page
PHILADELPHIA.	
Tour to the Pennsylvania Coal Mines	9
NEW-YORK..... 22	
From New-York to Albany, by Hudson River..	26—42
Albany to Lebanon Springs.....	44—48
Albany to Niagara, by the Canal.....	50—95
Niagara to Albany, by Stage Coaches ...	99—120
Route to the Springs.....	121—157
Lakes George and Champlain.....	157—192 & 224—227
MONTREAL..... 192	
QUEBEC..... 208	
<i>Tour of New-England.....</i>	<i>231—272</i>
BOSTON..... 287	
<i>Route to the White Mountains.....</i>	<i>291—317</i>
<i>Route to Maine.....</i>	<i>318—333</i>
Supplement and Appendix.....	335—382

Views.

	Page
Notch House, White Mountains..... <i>facing Title</i>	~
Scenery on the Mohawk River.....	60 ~
Niagara, from below the Falls.....	86 ~
Ballston	140 ~
Saratoga	148 ~
Lake George	161 ~
Ticonderoga.....	225 ~
Mount Holyoke.....	255 ~

Maps.

General Map of the Routes.....	5 ~
Hudson River, No. 1	26 ~
No. 2	30 ~
No. 3	37 ~
No. 4 and Canals, to Schenectady and Sandy Hill.....	50 ~
Erie Canal, to Herkimer	59 ~
to Salina	64 ~
to Rochester.....	75 ~
to Lockport.....	79 ~
to Buffalo.....	99 ~
Lyons and Palmyra.....	106 ~
Syracuse to Cayuga Marshes.....	111 ~
From Fort Edward to Whitehall and Lake George..	158 ~
Lake George and Lake Champlain.....	170 ~
Lake Champlain.....	185 ~
St. John's to Montreal	187 ~
Island of Montreal.....	197 ~
St. Lawrence River, from Montreal to Quebec....	208 ~
Connecticut River, from Hartford to the Mouth....	236 ~

The following maps are also bound up in a part of the edition, and may be had with the book, *full bound and gilt*, for one dollar more, viz. the environs of Boston, New-York, Philadelphia, Baltimore, Washington, Charleston, Falls of Niagara, and Ballston and Saratoga.

[*Additions made to the Northern Traveller,*
in May, 1827.]

THE following pages contain some new and important facts, relating to the public works of Pennsylvania, and some of the principal routes, interesting to the stranger.

PENNSYLVANIA CANAL. At the close of 1826, about one third of this canal had been excavated, (one section of it unlocated,) at an expense of about \$50,000. Nearly \$300,000 more were considered necessary for the completion of the whole work.

FURTHER IMPROVEMENTS. The Legislature of the state, in their session in 1827, passed a bill to authorize the extension of this work, and appropriated \$1,200,000 to be devoted to the purpose in the present year. Several other improvements are also authorized by the bill.

The canal commissioners are to locate the three following branch canals, to meet the Pennsylvania canal at different points, and to put them speedily under contract: 1st, A canal from the eastern section up the valley of the Juniata, to a point at or near Lewistown; 2d, A canal and other works, from the western section, up the valley of the Kiskiminitas and the Conemaugh, to Blairsville; and 3d, From the eastern section, up the Susquehanna to Northumberland.

They are to make the following surveys: 1st, From Frankstown on the Juniata, to Johnstown on the Conemaugh, across the Alleghany mountains, for a railway, or a smooth and permanent road; 2d, Surveys to ascertain the practicability of an entire navigable communication between the west branch of the Susquehanna and the Alleghany river; 3d, Examinations of the respective routes from Northumberland up the north branch of the

Susquehannah to the state line ; from the western section of the Pennsylvania Canal, near the mouth of the Kiskiminitas, to Lake Erie, near the borough of Erie, by the Alleghany river and French Creek ; and from Pittsburgh to the same point, by Beaver and Shenango rivers.

A survey for a canal and rail road is also to be made, from Philadelphia through Chester and Lancaster counties, to the eastern section of the Pennsylvania canal. A survey is to be made down the Brandywine river to near the state line, across the high land to Chester Creek, and down that creek to the Delaware. If the Brandywine cannot be diverted from its channel, to survey a rail road across the high land. It is further to be ascertained, whether the north branch of the Susquehannah can be connected with the Lehigh. Also, to make surveys and estimates from the mouth of the Swatara down both sides of the Susquehannah to the Maryland state line ; along the valley of the Delaware, from Philadelphia to Bristol, or some intermediate point, between Bristol and the head of tide water and Carpenter's Point. If a canal can be accomplished for \$12,000 a mile, on that route, it is to be contracted for this season.

Surveys are to be made to ascertain the practicability of a communication between the Susquehannah and the Potomac rivers.

Examinations to be made relating to rail roads from Chambersburgh to the Harrisburgh bridge and the Columbia bridge.

Finally, examinations on the route proposed for the Schuylkill and Delaware canal, from the Arsenal to a point south of the Navy Yard in Southwark.

The provisions of the Pennsylvania canal bill are thus briefly given, to show the public spirit of the legislature of this state, and to indicate to the intelligent traveller the interesting facts which an intimate examination of the country will afford, and the numerous attractions which will be presented to strangers in Pennsylvania, when some of these great public works shall open convenient channels of communication through all parts of the country.

The following are the advantages which are expected to be derived from some of these projects, by those who have advocated them.

Much of the trade that formerly went to Philadelphia from the western country, it is admitted, now goes through the Erie canal. The Juniata route, it is supposed, would secure the Pittsburgh trade to Philadelphia. The route by the west branch of the Susquehannah will open a communication to Lake Erie through a fertile country; the north branch canal, to the country to the north state line. The Delaware canal would preserve part of the trade otherwise to be withdrawn by the Delaware and Hudson canal of New-York, (which is now open from Carpenter's point to Kingston,) and part of that to be taken by the Morris canal. It would divert much trade from New-York.

Tioga Coals. An abundant mine of bituminous coal has been recently discovered near the head of Tioga river, in the town of Covington, Tioga County, Pennsylvania, which promises to prove highly important, as it is hoped it will become, to a good degree, a substitute for English and Scotch coals of that description.

A company has been incorporated by the legislature of the state, to open boat navigation by a canal or slack water along the river, to the line of New-York, 15 miles; and exertions have been made to get a company in that state to extend the line to Hudson River, but unsuccessfully this year. The distances are as follows:

	<i>miles.</i>
From the mine to the the state line.....	15
Thence the proposed Chemung canal to Seneca Lake.....	35
Through the lake by the Erie canal and Hudson River to New-York.....	460

THE UNION CANAL,

which leaves the Schuylkill about 5 miles below Reading, (see page 13,) has been opened on the whole line, to the Susquehannah, 82 miles. The route will be found interesting.

The first section passes through a great deal of marshy ground, where it was found necessary to bring in earth to form the banks, which have in some places sunk forty feet. The locks at the entrance from the Schuylkill

are protected against the easterly storms by a dock work. About 5 miles from that place, near Hummelstown, is the *Great Tunnel*, which was completed in February last. This is the largest excavation of the kind in the United States, and presents a fine specimen of human ingenuity and perseverance. The execution of it was attended by some unforeseen difficulties; it passes through argillaceous rock, containing cross veins of flinty limestone, running at an angle of 80° with the horizon.

The middle section reaches to the Deep Cut, which is 75 feet deep. Not far east from this, on an elevated point, the very height of the summit level, is the *Great Bridge*, with an arch of 175 feet span. On the summit level are also the two *Reservoirs*, which have been excavated by art, and are capable of containing 12 millions of cubic feet of water. The supply for the summit level is furnished by water wheels, one of them 36 feet in diameter, and a steam engine, of 100 horse power, to raise water from the Swatara, where is a dam; 307 locks full may be raised in a day, 93 feet perpendicular. In 1826 the following works were completed: 43 waste weirs, 49 culverts, 135 bridges, 2 guard locks, 92 hewn stone locks cemented with Pennsylvania water lime. The two aqueducts over the Swatara are admirable, being 175 and 276 feet in length. Beside these there are 10 other aqueducts; and the canal has been furnished with walls of stone for 14 miles.

The third section extends to the tide waters of the Chesapeake. The whole length of the Union Canal, from the Schuylkill, 5 miles below Reading, to the great basin of the state canal on the Susquehannah, is 82 miles and 6 chains. The Swatara Feeder, leading towards the coal mines, and navigable in the canal boats, 7 miles and 40 chains. The locks are simple, and will not cause a delay of more than 8 or 9 hours in the whole line, which will require about 40 hours.

THE SCHUYLKILL NAVIGATION.

(See page 12.)

The works of the company proved much more useful and productive in 1826, than any previous year, and now give a fair hope of ere long rewarding the zeal of their advocates. More than three times the increase of former seasons has been experienced in tolls received, and in the number of boats used for transporting anthracite coal. Improvements have been made in the tow paths, in the channels of pools, and planking the canal. A dam and lock have been built at Poplar Neck, below Reading, to receive the Union Canal. This canal is nearly finished; and when the Pennsylvania canal shall be united with it at Harrisburgh, the improvement will be great. The ascending navigation has increased more than the descending.

Tolls in 1826, \$43,108 87, (of this the ascending navigation furnished \$10,139, nearly one-fourth. In 1825 it was only one-sixth.) The income of real estate and water rents was, in 1826, \$6,371 19; total income, \$49,480,6.

Statement of Articles which passed up the Schuylkill Navigation, in 1826.

	<i>Tons.</i>
Store Goods.....	2,670
Iron and Cast Iron.....	198
Plaster of Paris.....	908
Lumber.....	776
Empty Flour Casks, Kegs, and Hhds.....	18
Litharge.....	11
Sand.....	72

ADDITIONS.

	Tons.
Household Furniture.....	39
Melons and other Vegetables.....	22
Bricks.....	105
Oysters and Sea Fish.....	29
Marble.....	10
Machinery.....	7
Virginia Coal.....	1,478
386 Logs.....	500
Total.....	<hr/> 6,843 <hr/>

Statement of Articles which passed down the Schuylkill Navigation, in 1826.

	Tons.
Coal.....	16,767
Flour, 21,245 Barrels.....	2,023
Grain and Seeds.....	724
Live Hogs	8
Whiskey.....	420
Iron Ore.....	2,541
Butter and Lard.....	41
Marble and Stone.....	1,207
Potash.....	8
Nuts.....	3
Tallow.....	6
Iron	122
Wood and Bark.....	54
Lumber.....	1,492
Potatoes.....	16
Fruit.....	1
Store Goods.....	128
Total.....	<hr/> 25,561 <hr/>

About 100 boats were employed in the transportation of coal from Mount Carbon, in 1826, 60 of which were added that year. About 60 more are expected to be built for 1827.

The Schuylkill navigation is to be extended from Mount Carbon to the mouth of Mill Creek: work now going on. Dams and locks will overcome the obstacles. A third main opening to the coal region there is to be made by the West Branch. There are now two: by the Mill Creek, east, and centre turnpike in the centre.

Improvements on the Schuylkill navigation to Mill Creek. The river will be rendered navigable by dams and locks, from the mouth of Mill Creek to about twelve hundred yards above Messrs. Pott's Iron Works. At that place there will be a dam, which will raise the water about two feet above Mr. Potts' dam, and the water will be there taken out by a canal to run round the end of the Sharp Mountain, nearly parallel with the Mount Carbon dam, and the upper section of the canal will empty into the second dam, nearly opposite Mr. Henry White's store house.

The advantages proposed by avoiding the Mount Carbon pool, and making a canal parallel to it, are :

First, That boats coming from Mill Creek, will be able to pass down the Canal, without running through and interfering with boats landing and lying in the Mount Carbon pool.

Secondly, There will be an additional pool and harbour formed for boats, and an opportunity afforded for the formation of a great number of new landings.

MAUCH CHUNK.

(See page 17.)

Considerable improvements have been made at this thrifty place within the past year.

There are 800 men employed by the Lehigh Coal Company ; but it is supposed that a small part of them will be sufficient to accomplish the same amount of labour, when the intended improvements shall have been completed.

The *Tunnel* through the mountain, which was in progress last year, has been finished. The company were disappointed in not meeting the coal bed until they came to the other side. The distance however is much shortened, and the Tunnel might be used as a canal.

The *Rail Road* is going on successfully, and with flattering prospects. The regularly rising surface is very favourable, and wooden logs have been substituted for iron beds, with the saving of a vast expense. The latter would have made the cost, at the lowest estimate, \$10,000 a mile ; but the latter will reduce it to \$1,400. Three miles of the mine have been completed, and wagons will probably be run on it this season. The consumption and demand for the coal has greatly increased during the past year.

The navigation of the Lehigh River is to be improved immediately, and a survey was begun, under Mr. White, early in the spring.

Map of the Routes
in
NEW YORK, NEW ENGLAND & PENNSYLVANIA
Drawn for the
NORTHERN TRAVELLER.

D.S. Throop Sc.







THE NORTHERN TRAVELLER.

THE CITY OF PHILADELPHIA.

HOTELS.—Mansion House, in 3d street, between Walnut and Spruce. Judd's, 2d, between Market and Chesnut.

BOARDING HOUSES.—Mrs. Frazier's, in Spruce-street; Mrs. Swords, Walnut; Mrs. Allen, 6th, near the State House.

Philadelphia is the second city, for size, in the United States; and is remarkable for the regularity of its streets, which, almost without exception, run at right angles, and are of an equal and convenient breadth. Some of the public buildings are worthy of particular notice, as among the finest and most correct specimens of architecture in the country.

It will be convenient to the stranger to recollect, that the streets running north and south are named *First, Second, Third, &c.* beginning on both sides of the city on the banks of the Delaware and Schuylkill, until they meet at the square near the centre. The streets which run east and west, are generally named after trees; the lanes and alleys, after shrubs, &c.

THE MARKET.—This consists of a succession of buildings in the middle of Market-street, extending from the fish market on the river's bank to Eighth-street, affording room for a convenient display of the numerous articles daily brought in for the supply of the city.

POST OFFICE, Chesnut-st. between Third and Fourth.

THE BANK OF THE UNITED STATES, in Chesnut-street, between Fourth and Fifth. This is the finest specimen of pure Grecian taste in the United States. It is built of white marble in the form of a temple, with two fronts,

each ornamented with eight fine Doric columns, of the ancient proportions, without bases. Beside the banking room, which is large, occupying the centre, and lighted through a glass dome, there are many other apartments, particularly those devoted to the printing of the notes, and that below, which contains the furnace for warming it with Lehigh coal in the winter.

GERARD'S BANK, in Third, facing Dock-street. This building is also of marble, and presents a beautiful row of six Corinthian columns.

The BANK OF PENNSYLVANIA, opposite, has two fronts, on Second and Dock streets, each with six Ionic columns. This is another chaste and beautiful building of white marble.

The STATE HOUSE, in Chesnut-street, between Fifth and Sixth streets, is a large brick building, with court houses, &c. at either end. In the front room, east of the main entrance, the old Continental Congress held their sessions; and there the *Declaration of Independence* was signed, July 4th, 1776.

Above is Peale's Museum, which contains a large collection of curiosities of various descriptions. The birds are very numerous, but not well preserved. The huge skeleton of a mammoth will attract particular attention, being represented entire, for the parts which were deficient on one side, have been supplied by imitations of those on the other.

The ATHENÆUM is adjoining, open all day to strangers.

The PHILOSOPHICAL SOCIETY'S LIBRARY and CABINET.

INDEPENDENCE SQUARE is a fine shaded piece of ground, behind the State House. Opposite to it, in Walnut-street, is the *State Prison*, built of dark stone, and connected with a yard enclosed by high walls.

CITY LIBRARY, Fifth-street, open to the public from 2 P. M. See Franklin's apparatus, and Cromwell's clock.

WASHINGTON SQUARE is on the other side of Sixth-street, with a handsome church on the southern side, with a range of wooden columns.

The PENNSYLVANIA HOSPITAL is a large and admirable institution, in the next street, where great numbers of sick are attended. Twenty-five cents will secure admission to the building and gardens, and also to the top.

WEST'S CELEBRATED PICTURE of Christ healing the sick, is exhibited in a neat little building on the opposite side of the street. It represents the Saviour surrounded by a crowd of persons in the temple, among whom are observed many afflicted with various diseases, pressing forward to be healed. In front is a paralytic woman, borne by two men, whose healthy countenances form a striking contrast with her cadaverous aspect; and the painter has given a reddish tint to her feet, which seem to have already felt the miraculous influence. A blind man appears behind, led by his sons; and on the left hand is an infant supported by its mother, with a poor blind girl and other figures. Near the centre is a lunatic boy, rather too shocking a subject for such a picture; and a number of Jewish Rabbis are collected, with countenances expressive of violent passions.

The apartment is admirably calculated for the display of the picture, which is universally considered one of the finest and most interesting in the United States.

The **THEATRE**, in Chesnut-street, between Sixth and Seventh streets, has a marble front, with the entrance under a portico, ornamented with statues of Comedy and Tragedy.

The **MASONIC HALL** is a little beyond, and somewhat in the Gothic style, with a small court yard in front.

The **ACADEMY of ARTS**, Chesnut-street, between Tenth and Eleventh, contains a collection of statues, busts, &c. in marble and plaster, ranged in an apartment lighted from the top; and beyond, a gallery of pictures with many specimens of the works of American artists, particularly of Alston, among which is conspicuous, that of the dead body restored to life by the bones of the prophet Elisha.

Mr. Sully's **EXHIBITION of PAINTINGS** is opposite the State House, and contains fine pictures.

The **UNIVERSITY** contains a medical department and the Wistar Museum, with a library, garden, &c.

The **ORPHANS'** and the **WIDOWS' ASYLUMS** are in the western part of the city.

Academy of Nat. Sciences. Penn's house, Letitia court. United States mint, &c. &c.

There are two *medical institutions* in this city, where lectures are delivered to great numbers of students.

The *Deaf and Dumb Asylum*, is a valuable institution ; as is *the Friends' Alms House* in Walnut-street, between Third and Fourth, where poor families are placed in separate houses, among small gardens, and furnished with employment.

Mr. Bedell's (episcopal) church in Eighth-street, and Mr. Montgomery's, in Tenth, are considered the finest in the city. The latter is in a kind of Gothic style.

The bridge over the Schuylkill, the Water works, and Pratt's garden, are objects worthy of particular notice ; and as they lie a short distance from each other, may all be visited at once. The former reaches over the river with a single arch of feet. The road near the bank leads up to the others.

THE SCHUYLKILL WATER WORKS. Pipes more than 15 miles ; expense of raising, \$4 a day. There is a large stone building of chaste architecture containing five large water wheels, which are capable of raising 7 millions of gallons in 24 hours. They are turned by a current from the dam above. The reservoirs are on the hill above, which is higher than any part of the city, and supplies all except the *Liberties*. They both contain 11 millions of gallons. The steam engine is no longer used. The Keeper demands nothing for showing the works.

STAGE ROUTES FROM PHILADELPHIA. (See the end of the volume.)

ROUTE FROM PHILADELPHIA TO NEW-YORK.
(See page 18.)

ROUTE TO THE COAL MINES.

In consequence of the opening of the vast beds of coal between the Delaware and Schuylkill Rivers, at a distance of about 80 or 100 miles north of Philadelphia, that tract of country has become an object of great interest ; and since the travelling has been recently improved by the construction of roads and canals, and the establishment of good inns, stage coaches, and canal boats, a jaunt in that direction is now a very common and fashionable one.

The journey may be performed to the Coal Mines by two routes: either by stage coaches along the course of the Delaware and Lehigh Rivers, or in the canal boats on the Schuylkill. The latter is recommended, but from *Mount Carbon*, the head of navigation, to *Mauch Chunk*, 35 miles, the road is passable only in wagons. By going thence to Easton, you find stage coaches to the Erie canal and New-York city. In the tract of country above described, are found inexhaustible quantities of coal, in elevated ridges and mountains of the Alleghany range, which are supposed to be connected with those which are known on the western side of the range, although they are of different characteristics. The western coal is easily combustible, and resembles that imported from Liverpool, &c. while the former is hard, very difficult to kindle, and burns with very little flame. It is, however, of great purity, being of that sort known to geologists by the name of Anthrocite, and is now very extensively used for fuel in Philadelphia, and even in New-York. It, however, requires a fire place on the plan of a furnace, and a little experience in managing it. The varieties of this coal come down in a kind of rude square boats, called arks, drawing only 12 or 15 inches of water, but containing about 250 bushels each, which may usually be seen on the shores of the Schuylkill, and at the docks in the Delaware. The coal which goes to New-York is transported in sloops and schooners ; but a canal has been begun through New-Jersey, which will fa-

cilitate the communication. It is only 3 or 4 years since this coal was supposed to be entirely worthless; and now the demand is enormous.*

* *General Remarks on the Public Works of Pennsylvania.*

The first turnpike ever made in America was made in Pennsylvania; and now there are nearly 2800 miles of the best turnpikes in the Union, accomplished at an expense of \$8,000,000! 45 stupendous bridges have been erected since the year 1800, at an expense of \$2,800,000! and \$5,000,000 have been expended on the inland navigation, (the Schuylkill navigation \$1,951,483, the Union Canal, old and new, \$950,000, the Lehigh \$600,000; the stock, old and new, in the Chesapeake and Delaware Canal, owned by Pennsylvania, \$700,000; the Conewango Canals and the other improvements on the Susquehannah, &c. being a total of about \$5,000,000 for inland navigation,) in addition to the sums now expending. The aggregate length of the Union Canal and the Schuylkill and Lehigh navigations, now completed, is about 211 miles; and the lockage, &c. double the amount of the Erie Canal of New-York. The above sums expended by Pennsylvania, for roads, bridges, and inland navigation, have been about \$16,000,000, in addition to the county roads, and in addition to the immense sums which have been expended on other objects, and in addition to the large sums now expending. *Phil. Paper.*

A steam boat communication is to be opened from the Susquehannah to Lancaster; to be completed on July 4th, 1827. The distance is 18 miles. There will be 9 dams and 9 locks, each about 7 feet lift; and the whole expense is to be, by contract, \$53,240.

Proposed Pennsylvania, or Susquehannah and Alleghany Canal.

The canal commissioners of Pennsylvania, in 1825, made surveys of routes for a canal to meet the waters of these two rivers; the general estimates of which were as follows:

1st From the Susquehannah to the Juniata, 267 miles, including a rail road of 28 miles, \$3,045,900, 160 locks.

From the mouth of the Juniata to Pittsburg, three routes were surveyed.

Northern route, 353 miles, 260 locks, \$4,324,100.

West Branch route, 365 miles, 200 locks, \$3,846,700.

Clearfield Creek route, 394 miles, 310 locks, \$4,754,200.

The natural difficulties are so great on some parts of the routes of the Pennsylvania Canal, that the whole work will probably not be immediately commenced. There is a portion

The whole length of the line of navigation, undertaken by the Schuylkill company, is 108 miles; and the work is considered the greatest ever performed in this country by private individuals. It commences at the Lancaster Schuylkill bridge, and ends at Mount Carbon. 62 miles of it are by canals, and 46 by pools in the river. The number of houses for lock keepers, is 65, the number of locks below Reading, 39, (toll $6\frac{1}{4}$ cents) and above Reading, 81, (toll 4 cents) being in the whole 120, of which 28 are guard locks; overcoming a fall of 588 feet. Toll on a ton \$11 35 $\frac{1}{2}$ cents.

The obstacles which the surface of the country presents to works of such a nature in this state, are unusually great, as may be supposed, when it is remarked, that eight ranges of mountains pass through Pennsylvania from north-east to south-west, and that the height of land is supposed to be 8 or 900 feet in the lowest place, so that the rivers descend very much in their courses. It has been necessary to make more lockage on the Schuylkill line, than on the whole Erie Canal in New-York. Beside this, the country is of the transition formation, with sloping strata, which causes much leaking.

In 1825, the expense had amounted to nearly 3 millions; and it was expected that another million would be required to complete the navigation. The articles brought down, are coal, lumber, limestone, iron ore, with flour, and many products of agriculture and manufacture.

The amount of tolls collected in 1825, was only \$15,775; but the canal was open only a part of the season.

ROAD TO THE COAL MINES.

The stage coach starts for *Easton* every Sunday, Tuesday, and Thursday; and returns the following days. It goes from Field's, in Race-street, between 3d and 4th streets.

of 53 miles, however, which is of much easier execution; and, it has been suggested, should be first undertaken. This is the eastern part of the line, where only one route has been proposed, and would extend the navigation from the termination of the Union Canal into the interior of the state,

Philadelphia to Easton,	56 miles,
Rising Sun,	4
Branchtown (Child's tavern)	6
Shoemakertown,	8
Jenkintown,	10
Abington,	12
Willowgrove,	14
Horsham,	16
Graham park,	22
Newville,	
Doyleston,	26
Danville,	29
Roderick's tavern,	
Tohicken bridge,	
Artsville post office,	
Easton, (See page 16.)	56

CANAL ROUTE TO THE COAL MINES.

The canal boats start on the Schuylkill at regular hours, for which the traveller is referred to the newspapers. A carriage will be necessary, as the boats lie at the western extremity of the city.

MANAYUNK

Is a large manufacturing village, which began to be built only about 1819 or 1820. The manufactories are furnished with water by a canal 3 miles in length, through which the boat will pass. In 1825 there were six buildings of this description, some of them 150 feet long, called the Flat Rock, Woodville, &c. Manufactories. Keating & Co's. is intended for 6000 spindles, with water looms for weaving.

The building is 202 feet long and 45 wide.

Water power is still sufficient for an immense number. There is an oil, paper, and grist mill at this place; and a considerable village formed of the dwellings of the workmen, stores, &c. This tract of country is very rich in water falls. The county of Delaware, which is very small, contains about 130 manufactories of different descriptions, moved by water.

Passing from the canal, the boat enters the Flat Rock Basin and the river.

PLYMOUTH LOCKS. Here is a canal about $\frac{3}{4}$ of a mile long. A little below it is a large *spring* which supplies a mill. It yields such a surprising stream of water, that it was once proposed to conduct it to Philadelphia for the use of the city. The *marble quarries* are also in this vicinity ; from which stone is sent to the same place.

NORRISTOWN.

This place contains some fine houses, as well as a court house, jail, and two churches, one in the Gothic style, which stands in a conspicuous situation. A cotton manufactory or two will be found here ; but the village is on the side of the river with the canal.

THE SLUICE. This is a place where the current of the river was very rapid, and required a dam—4 miles from Norristown. Catfish Island Dam, 1 mile.

READING, 54 miles from Philadelphia. This is a place of considerable importance, inhabited by Germans, and contains some handsome public buildings. The *Union Canal* begins near the town.

From Reading, the road passes for some distance near the river, and affords an opportunity to see the canals, dams, &c. made to assist the navigation. It passes near *Duncan's Job*, a piece of deep cutting in a solid rock, 60 feet down. This place is 5 or 6 miles from Reading.

The road to Hamburgh from Reading, lies through the Great Limestone Valley of Pennsylvania ; which has the Kittatinny chain of mountains on the north, and the Blue Ridge on the south. The surface is beautifully varied by the natural undulations of the surface ; and the road affords a very fine succession of beautiful scenes, where the well-cultivated farms are usually backed by ranges of fine mountains. The inhabitants dwell in good, and often handsome houses, while their great stone barns speak good and thorough husbandry.

The **MOUNTAIN DAM**, near Hamburgh, is 27 feet high.

HAMBURGH.

This is a small village with nearly an hundred houses, with a church situated in a romantic position, at the entrance of the

SCHUYLKILL WATER GAP. This is a narrow gorge, through which the river runs over a steep and rocky channel for 4 or 5 miles; leaving no room upon its banks, which rise abruptly on each side to the height of several hundred feet. The road has been cut out along the face of one of these ranges, at a great elevation; where the surface is in many places of such a declivity, as to require it to be supported by walls of stone. The views which are here afforded to the traveller, are romantic and varied in a high degree; presenting the woody mountains in different directions, with the course of the Schuylkill winding through them. There is a spring which passes the road, remarkable only as the boundary between two contiguous counties.

The **LITTLE SCHUYLKILL RIVER**, a branch of the principal stream, runs through a valley of the same general description; and here lies the road to Mount Carbon. The country will hardly admit of any cultivation; and few inhabitants are seen.

IRON WORKS. The iron works of Mr. Old are situated at the termination of this valley, on a small meadow, shut in by mountains: a wild and secluded scene. The proprietor has a handsome house; and the shops and dwellings of the workmen are numerous. The scenery beyond retains its interesting character.

The **TUNNEL.** This is a place where a hill has been bored through 375 yards for a canal, about 3 miles from Orwigsburgh.

ORWIGSBURGH,

About 8 miles from the Gap. This village is 3 miles distant from the river, and enjoys an agreeable situation, although the soil is not very good. It is rather larger than Hamburgh, and contains a court house, jail, &c. The German language here prevails, and is used in the church as well as in the ordinary concerns of life.

MOUNT CARBON,

8 Miles; is in sight of several coal mines. This is sometimes called Pottsville, but there is a place on the Schuylkill known by the same name. The village is very

small, and there is another at Pott's Forges of about the same size.

The coal country in this region begins in Luzerne, on the upper part of the Lackawana River, following its course to the Susquehannah, and along that stream, principally on the eastern bank, to 18 miles beyond Wilkesbarre. It runs south to the Lehigh River, and thence south-west, through Schuylkill county.

It is estimated to extend about 100 miles; and about the middle of the range is 8 or 9 miles wide, growing narrower towards each end. At Mount Carbon the coal occurs in beds 4 or 5 feet in thickness, generally running east and west, and dipping to the south at 45° , with a slate rock immediately over it, and strata of sandstone and earth above. The slate, as usual, in the vicinity of coal, presents the impressions of organized substances at some ancient period imbedded in its substance: such as the leaves of laurel, fern, &c.

In consequence of the inclination of the coal veins into the earth, the miners have, in some places, sunk shafts to the depth of 150 feet, with lateral excavations, east and west, of various lengths to 300. It will be remarked that nature herself has furnished a natural roof and floor for the mines, by placing two parallel strata of slate rock above and below, the former of which requires only the assistance of logs to secure it from falling in. Two small carriages called Trams, are used in a sloping shaft to bring the coal out, being made to descend by turns; but in the horizontal one, which has been carried in about 500 feet, they employ wheel barrows. Some of the veins run perpendicularly.

There were ten or eleven coal mines worked at Mount Carbon in 1825; which employed from 5 to 30 workmen each. Some of them are worked night and day. The coal is dug out with wedges, drills and sledges, &c. and as it costs only about \$50 to open a mine, and nothing else but labour in digging and raising it, the advantages are not confined to capitalists. Wagoners are ready to transport the coal to the landings, and put it into boats.

This place has heretofore been the limit of this "Route to the Coal Mines," lately become so fashionable; but it is to be presumed that the tour will be extended as far as Wilkesbarre, returning by Mauch Chunk.

EASTON.

This is a village of some size, and a central point from which numerous roads diverge, and stage coaches run in various directions.

The following is a list of distances from Easton on the different stage routes. New-York, 70 miles ; Scholey's Mountain, 23 ; Morristown, 41 ; New-Brunswick, 45 ; Bethlehem, 12 ; Mauch Chunk, 34 ; Nazareth, 7 ; Delaware Wind Gap, 12 ; Water Gap, 20 ; Stroudsburch, 27 ; Wilkesbarre, 52 ; Belvidere, 12 ; Reading, 52 ; Newtown, (Sussex county,) 40.

From Newtown a coach runs three times a week, to Montrose, Owego, Ithaca, and Geneva, and communicates with the Erie canal, and with the direct route to Buffalo.

THE DELAWARE AND HUDSON CANAL,

Was begun July 13th, 1825. It is to lead from the Saw Mill Rift along the Delaware and a branch to the Wall Kill, and down that stream to Kingston.

The road to Mauch Chunk leads through BETHLEHEM, 12 miles. This is a neatly built place in a romantic and delightful situation, along the course of a swift running brook. It is inhabited by Germans, and little English will be heard spoken in the place. There is an old church and an academy for the education of girls, under the management of the Moravians, to which sect the inhabitants belong. A little beyond Bethlehem the country begins to assume a more mountainous appearance ; and along the banks of the Lehigh they rise to a height of seven or eight hundred feet, or even more. The wild scenery which the road passes is of a very impressive character.

The village on the Lehigh has rapidly grown from a few solitary dwellings to a place of much business, containing a large store belonging to the Lehigh coal company, the houses of the two Superintendents, and dwellings for 800 people. This is the place to which the coal is brought from the mines, 9 miles, loaded into arks or square boxes which float upon the river, each with 250 bushels of coal. The road to the mine is excellent, winding among the mountains, with a regular ascent of 100 feet to every

mile, except one where it is nearly level. It is intended to make a rail road here next year. Two miles from the river a tunnel has been dug nearly through the mountain on the right hand, with the intention of opening a new mine which had been discovered on the other side ; but they have not yet reached it. The excavation is through a breccia of a peculiar kind of quartz.

A brook runs by the road side for two miles, with a rapid descent and a succession of little water falls, adding much to the pleasure of the ride.

MAUCH CHUNK,

Is a very interesting place for the stranger, both on account of the scenery and the remarkable nature of the coal mine. The mine, or quarry as it ought, perhaps, properly to be called, opens upon the road by three passages cut 8 or 10 feet deep in the earth. These conduct into an area 150 yards long and 90 wide, and from 8 to 35 feet in depth, formed with great regularity, by the removal of about 30,000 tons of coal, which have been dug out in such a manner as to keep the surface on an inclined plane, where the carts drive in, load, and then pass out at the other passage. The coal is very hard, pure and black, with a beautiful conchoidal fracture, and perfectly clean in handling. The middle, an area 50 yards across, has been dug down about 20 feet deeper, and to it there is another entrance from the road.

The surface of the ground was covered with a coat of sand 2 feet thick, interspersed with sand stone ; under that was 8 feet of black pulverized coal ; and then came the coal itself. Near the road is a mass of slaty coal in undulated strata which is of inferior quality.

Near the south or further side of the mine, some beautiful impressions of fern leaves have been found in the rocks.

The Hotel is a large and commodious house, and the resort of much company during the pleasant season.

The Lehigh coal has been introduced into Philadelphia for fuel within the last four or five years, and into New-York within two. Before, it was commonly considered of no value ; but it has been used occasionally by individuals near the mines for more than 30 years.

ROUTE FROM PHILADELPHIA TO NEW-YORK.

The steam boats go from Market and Arch street wharves.

Leaving Philadelphia, in the steam boat for New-York, the ship house, in the navy yard, is seen over the little island in the river. Near the upper part of the city are the ship yards; and beyond, three glass houses near the water, with white walls and black roofs. A steeple and a shot tower are the principal objects rising above the great mass of houses in the city.

The banks of the Delaware are low, and present an uniformity quite unfriendly to the picturesque. The towns are, however, interesting in the history of the revolution, as will be seen a little beyond.

BURLINGTON,

In New-Jersey, 18 miles from Philadelphia, presents a handsome appearance; with a row of fine residences facing the river, in front of which is a street with a beautiful sloping bank.

BRISTOL,

A little above, and on the opposite side, has also a number of gentlemen's seats; and handsome flower gardens on the bank, one of them ornamented with a few vases, &c.

BORDENTOWN,

28 miles from Philadelphia, and 7 below Trenton, stands on a steep sand bank, through which a road is cut to the water. Just north of the village is the house of Joseph Bonaparte, the Count de Survilliers, once king of Spain.

It is a long white building with two low square towers at the ends, and a shot tower near it by the river.

TRENTON,

33 miles from Philadelphia. Here the Union Line steam boats stop, except when the water is low ; when they sometimes land opposite Bordentown. Trenton is a town of considerable size, with a great number of stores, and the aspect of business.

Lamberton is a village where the coach offices are, and apparently forms a part of Trenton.

The STATE PRISON is situated a little south of the town.

DELAWARE AND RARITON CANAL. The route for a canal between these two rivers, was determined in 1825. It is to lead from the Delaware at Lamberton through Trenton ; and passing the Lawrence meadows, and along the valley of Stoney Brook and Millstone Brook, follow the course of the Rariton for some distance before it joins it. It is to be 60 feet wide, with 8 feet of water, corresponding with the Chesapeake and Delaware canal. The feeder, 40 feet wide with 5 feet of water, is to begin on the Delaware, nearly opposite the mouth of the Lehigh ; and with the main trunk, will measure 84 miles. The summit level is 48 feet.

The portion of New Jersey lying between Philadelphia and New-York, was of great importance in the revolutionary war. A great part was, for a time, occupied by the British, and it was the scene of bloodshed.

In Dec. 1776, the English had 4000 men on the east side of the Delaware, in Trenton, Bordentown, Black-horse, and Burlington, with strong detachments at Princeton and New Brunswick, with their magazines.

On Christmas night, three divisions of the American troops attempted to cross the Delaware: one at Bristol for Burlington ; one a mile below Trenton ; and one nine miles above, under Washington and Greene. This was the largest, but principally militia ; it approached Trenton by two roads, attacking it at 8, A. M. very unexpectedly, and putting the English and German troops (about 1500) to the rout. 500 escaped ; the rest surrendered,

being the regiments of Ralle, Anspach, and Knyphausen. Ralle was killed in resisting. The other divisions could not cross on account of the ice, and Washington returned with his captives and six pieces of artillery. This successful stroke greatly encouraged the country, as it was the first victory over those German mercenaries.

Washington, soon after, recrossed the river, and posted his army at Trenton. On the 2d of Jan. 1777, Lord Cornwallis reached Trenton; and Washington fortified himself on the Assumpsick. But he was too weak to hazard an engagement; and the Delaware being filled with ice, he resolved, if possible, to change the nature of the war, and place the enemy on the defensive, by threatening his magazines and his line of communication.

Being hardly pressed, Washington had formed the plan of a retreat, expecting to be unable to remove any thing but the soldiers and what they could carry, as the soil was so unfavourable, and the weather so mild and wet, that wagons could not pass. Cornwallis had sent to Princeton for a regiment to join him, that he might attack the Americans immediately. In the night, however, Gen. Greene reported that the weather had suddenly become cold; and at midnight, Washington was able to begin his march, with all his baggage and artillery. This was done, and all the fires left burning. The British had no intimation of their departure until they heard the guns firing at Princeton.

PRINCETON, 10 miles.

This village is situated on an elevated ridge of land, which, on several sides, rises with a long and easy slope, and commands a prospect of considerable extent.

In approaching it from the west, the Theological Academy, which is of stone and 4 stories high, is seen on the right; and the old one in the centre of the town, opposite the stage house. The college yard is large and shaded with trees; and the burying ground contains the ashes of the presidents of the institution: Aaron Burr, Jonathan Edwards, Samuel Davis, Samuel Finley, John Wither-
spoon, and Samuel S. Smith.

During the battle of Princeton, it is related that a

canon shot entered the chapel, and tore away the head from a portrait of George III.

NEW BRUNSWICK.

Here the steam boats start for New-York. The stage coaches drive through a part of the village to the steam boat wharf. The *forenoon line* stops at the hotel for the night.

The view is pretty from the hill above; whence the public buildings appear to good advantage, particularly the Theological Seminary, which is under the synod of the Dutch Reformed Church. The banks below are picturesque, but afterwards are low and little varied.

In the spring of 1777, Washington advanced from near Morristown to Middle Brook, where he entrenched himself, on the heights, in full view of New Brunswick. The British tried various stratagems to decoy him from this commanding position, and once succeeded; but discovering their intentions to surround him, he quickly regained it, and they were soon after obliged to give up all hopes of penetrating in this direction, and devoted their attention to co-operating with Gen. Burgoyne, who was coming down towards Albany.

PERTH AMBOY, 13 miles. Here is usually some shipping; but the place has little to attract observation.

ELIZABETHTOWN POINT, 15 miles from New-York. The village is partly seen about 2 miles inland.

STATEN ISLAND is large and elevated, with but few inhabitants, and a small cluster of houses.

On entering New-York Bay, Fort Lafayette is seen in the Narrows, between Staten and Long Island, which is the passage to the sea. The city presents a close mass of houses, with Castle Williams on Governor's Island, seen near it on the right; and Ellis's and Bedlow's Islands on the left, with their fortifications. On approaching, the prominent objects are the tall pyramidal steeple of Trinity church, the more ornamented one of St. Paul's, and the distant top of the Catholic cathedral, &c. &c. The clusters of trees observed on the shore in front of the city, are on the Battery: a place once fortified, but now the principal public square; and Castle Clinton, just west of it, has been converted into a place of amusement.

THE CITY OF NEW-YORK.

HOTELS, AND BOARDING HOUSES. Mansion House, (Bunker,) 39 Broadway. City Hotel. National Hotel. Franklin House. Washington Hall, corner of Broadway and Reid-street. Park Place House. Mrs. Southard, Mrs. Mann, Mrs. Keese, &c. There are several other genteel boarding houses in the pleasantest part of Broadway, near the Bowling Green and Battery.

The stranger is advised to purchase a pocket map of the city, if he is to remain here a few days; as without it he will often find himself at a loss, and with it can go to any part with confidence.

The **BATTERY** is a pleasant walk in warm weather; and *Castle Garden* has a fine promenade. On summer evenings the place is supplied with music, and often fire works.

BROADWAY, the most fashionable promenade in the city, is most crowded with passengers between 1 and 3 o'clock; or in hot weather, after dinner. Going up it from the battery, you pass the *Bowling Green*, then the Mansion house, Grace church, and Trinity church.

The property of this church is very great, lying in large tracts of land now covered by the city streets. (Opposite, opens *Wall-street*, which contains most of the *banks*, with the Branch of the U. S. Bank, together with numerous *Insurance* and *Brokers' Offices*. At the foot of it is the *Tontine Coffee House*, for many years the *exchange* of the city; a little above which, is the *new Exchange*, a building of white marble, begun in 1825. The *post office* is in *Garden-street*.)

Returning to Broadway, beyond Trinity church is the *City Hotel*; opposite, the *National Hotel*; and a little further, *Cedar* and *Courtland streets*, leading west to the docks on Hudson River, whence the *Albany steam boats* start. At the latter street is also the *Jersey city ferry*—1s.

The **FRANKLIN HOUSE**, corner of Dey-st. and Broadway. *Fulton-street* leads to *Fulton Market*, on the east river. (There is the *lower Brooklyn ferry*, (4 cents;) at the next dock below, are the *Newport* and *Providence steam boats*; and just above, the *steam boats* for *Flushing*, *Norwalk*, *Stamford*, *Bridgeport*, *Stratford*, *Saybrook*, *Hart-*

ford, New London, and Norwich. The steam boats for *New Haven* lie at *Fly-market dock*, two or three streets below. For the "Route from New-York to New-England," see Index.)

ST. PAUL'S CHURCH in Broadway is next above *Fulton-street*. Just beyond, is *Paff's exhibition of Pictures*, then the *Park*, on the opposite side of which, is the *Theatre*, and the *Bible Society's Depository* in the rear. *Park Place* on the left, leads to *Columbia College*; and the *City Hall* is in the *Park*, with the *Debtors' Prison* on the east, and *Bridewell* on the west. *Murray-street* leads on the left to *Hoboken ferry*—1s.

THE NEW-YORK INSTITUTION is behind the *City Hall*, with *Scudder's fine Museum*, the *Gallery of Fine Arts*, *Historical Society*, *Mr. Trumbull's* and *Mr. Dunlap's* *Painting Rooms*, the *Deaf and Dumb Asylum*. The *Saving's Bank* directly opposite. Next these is the *Panorama Rotunda*, and opposite the *Manhattan Water Works*. *Chatham-street* beyond, leads to *Barriere's Theatre*.

Next beyond, in Broadway, is *Washington Hall*; and two or three streets above, the *New-York Hospital*.

This fine, broad street, continues about a mile further on, perfectly straight, and nearly all built with brick houses; but contains no public buildings, except the *Circus*, a quarter of a mile on the right-hand, a new *Gothic church*, and the *Sailors' Snug Harbour*, an hospital.

There is also in the city an *Orphan Asylum*.

A fine part of the city lies north-west from the hospital, about *Hudson Square*. The streets are there more regular, and the square itself is very fine, with *St. John's church* in front, which has the tallest spire in New-York.

Among the other public buildings, which it is not easy to point out more particularly, are the *Roman Catholic cathedral*, and the numerous places of public worship in all parts of the city. These amounted, in 1824, to 84 in all, and are probably now very nearly 100. The *State Prison*, *Penitentiary*, *Fever Hospital*, *House of Refuge for Juvenile Delinquents*, *Lunatic Asylum*: these are all at a distance from the centre of the city. The *Common School Society* have ten school houses, where 4 or 5000 children are instructed on the *Lancasterian system*; either

gratuitously, or at a trifling expense of from 1s. to 9s. per quarter. The *High School* receives scholars in higher branches. The *Sunday Schools* deserve particular notice for their usefulness; also the Mechanic Society's School.

The *ATHENÆUM* is a literary institution lately formed. The *City Library* is large, and there are others belonging to the Societies of Merchants' Clerks, Apprentices, &c. There are *Circulating Libraries* at several of the book stores in Broadway.

The *FIRE ENGINES* are remarkable for their beauty and excellence, as the Fire Department is for its efficiency and usefulness. There are 42 engines, besides two Hook and Ladder companies.

The *City Hall* contains the common council chamber, with portraits of Washington, Hamilton, Jefferson, and Thompson; the court rooms, police office, &c. &c. The top commands a fine view of the city; and access may be had on applying to the keeper.

The *LIVERPOOL PACKETS* are fine vessels, and some of them among the most elegantly furnished ships in the world. They lie at different docks in the east river; and sail on the 1st, 8th, 16th, and 24th of every month, and returning, leave Liverpool on the same days. The letter bags are kept at the bar of the Tontine Coffee House.—6d. for every letter.

EXCURSIONS. Numerous pleasant excursions may be made from New-York in various directions. Manhattan Island affords several agreeable rides; and also Long Island and the neighbouring parts of New-Jersey.

BATH, ROCKAWAY, and GRAVESEND, on Long Island,
and LONG BRANCH, in New-Jersey,

Fine situations on the seacoast, are among the most attractive for bathing, &c.

ORANGE SPRINGS near Newark, and SCHOLEY'S MOUNTAIN.

These are very fashionable resorts during the warm seasons, particularly for visitors from New-York. The situations are very pleasant, in variegated tracts of country; and afford a most agreeable retreat, with fine air and good accommodations.

TO THE COAL MINES.

A stage coach goes in a day from Powles Hook to Easton. (*See Easton, page 16.*)

There is a **DIRECT ROAD TO BUFFALO**, through **ITHACA**.

The following list of books and maps is given for those who may wish for more details concerning the northern states than we are able to furnish in the present summary view.

BOOKS.

History of the New-York canals.

Smith's history of New-York.

Picture of New-York and Stranger's guide.

Dr. Dwight's Travels in the New England states and New-York.

Professor Silliman's Short Tour to Montreal and Quebec, in 18mo.

Van Rensselaer's Geological Survey of the Canal Route.

Hibernicus's Letters on the New-York Canal.

Fashionable Tour, or a Trip to the Springs, Niagara and Quebec.

The Northern Tour, being a Guide to Saratoga, Lake George, Niagara, Canada, Boston, &c.

Spafford's Gazetteer of the State of New-York.

Spafford's Pocket Guide to the Canal Route.

Gazetteers of New Hampshire, Massachusetts and Vermont.

Yates and Moulton's History of New-York.

Description Topographique de la Province du Bas Canada, avec des remarques sur la Haute Canada, et sur les relations des deux provinces d'Amérique. Par Joseph Bouchette.

MAPS.

Eddy's Map of the State of New-York.

Vance's Map of the Western part of the same.

Goodrich's Map of the Hudson River.

Bouchette's maps of Canada.

ROUTE FROM NEW-YORK TO ALBANY.

The elegant steam barges Lady Clinton and Van Rensselaer are most convenient, safe and agreeable, and are recommended.

The following steam boats ply between New-York and Albany.

Saratoga, Chancellor Livingston, James Kent, Wm. Penn, Olive Branch, Bristol, Henry Eckford, Constitution, Constellation, and Chief Justice Marshall.

There are also others to intermediate places. Most of the Troy and Albany boats, however, stop or touch at those places. These boats lie about the docks from Courtlandt to Cedar-street.

There is a great difference in the charges of the boats, but the accommodations travellers will find on board of them are generally good, except when they are too much crowded with passengers. Strangers will generally prefer the large ones, because they are furnished with an upper deck, called the promenade, which is sheltered from the sun by an awning, and affords a much more uninterrupted prospect, as well as better air. As two or three will go every day, and the traveller can choose better for himself, it is unnecessary to make any further suggestions, except that ladies particularly will prefer the barges, unless they are too much crowded.

The Henry Eckford runs to Albany with two boats for freight. Passage \$1.

Cautions. If luggage is sent by a porter, ask him for his *number*, so that if he is negligent or dishonest, he may be reported at the police office. It is best to go to the steam boat ten or fifteen minutes before the time of departure, to avoid the crowd which always collects at the dock. A traveller is too often pressed upon by impertinent fellows, who recommend their own vessels, and urge him to take passage in them. Such things ought never to be permitted by the proprietors, although they are rivals; neither ought they to allow the throngs of porters, cartmen, &c. who rush in upon deck as soon as the boats arrive, both here and at Albany, to the annoyance of the passengers, and the exposure of their property. All travellers should remonstrate against so unreasonable a practice; and if any of the proprietors should see this state-





ment of the grievance, it is to be hoped that they will be convinced of its justice, and the necessity of reformation, which would benefit themselves as well as their passengers.

PASSAGE UP HUDSON RIVER.

On leaving New-York, the traveller finds himself in the midst of a fine and varied scene. The battery lies behind him, with Governor's Island and Castle Williams projecting beyond ; still more distant opens the passage called the Narrows, with Staten Island on the right, leading to Sandy Hook and the Atlantic Ocean, which is 22 miles from the city. On the west side of the bay are Bedlow and Gibbet Islands, with fortifications ; the point at the mouth of the Hudson is Powles Hook, on which stands a small town in New-Jersey called Jersey City ; and the village of Hoboken is seen a mile or more up the river. The hills of Weehawken appear beyond : as the boat moves rapidly on, it passes the crowded line of buildings in Washington-street, the *State Prison*, and the *North Battery*.

At Weehawken, under a ledge of rocks facing the river, and about the distance of 6 miles from the city, is the spot where General Alexander Hamilton fell in a duel with Col. Burr. A monument of white marble was erected to his memory on the place ; but it has been removed within a few years. This is the common duelling ground for combatants from the city, and many lives have been lost on this fatal spot.

The PALISADES—a remarkable range of precipices of trap rock, which begin near this place, extend up the river on the west side 20 miles, to Tappan, and form a singular, and in many places an impassable boundary. In some places an old red sand-stone foundation is seen appearing below ; but the great mass of the rocks presents the mural precipices of the trap formation, and rises from the height of 15 or 20 feet to 500 or 550.

Many little paths will be seen, by which timber is made to slide down to the water ; and some where carts can go up obliquely. The trees on the loftier parts of the shore appear quite dwarfish at such an elevation ; and the rocks,

in many places, form a perfect wall ; from whose surface, large masses are often forced off by the frost in winter.

The eastern shore of the river opposite the Palisadoes, is for many miles handsomely rounded with hills, and presents many scenes of cultivation, which contrast with the rude cliffs on the left. The soil is inferior ; and the wood land encroaches too much upon the fields and orchards.

The LUNATIC ASYLUM is seen on the other side, about 7 miles from the city ; and is a large building of hewn stone, occupying a commanding situation.

HARLAEM HEIGHTS are a short distance further. They form an elevated ridge across Manhattan Island, on which a line of fortifications was thrown up during the Revolution and the late war, quite over to the East river.

FORT LEE, on the west side of the river, is situated on the brow of the *Palisadoes*, more than 300 feet above the river.

FORT WASHINGTON, nearly opposite.

Fort Washington was a fortress on the top of a high rounded hill, on the east side of the river, 12 miles from New-York. In October, 1776, when Gen. Washington had evacuated the city ; and, subsequently to the *battle of White Plains*, (for which see just beyond,) had drawn off his army to Fort Lee, opposite this place, Fort Washington was kept garrisoned, contrary to his advice ; and was attacked in four divisions. The Hessians and Waldeckers under Gen. Knyphausen, went up the hill on the north side ; Gen. Matthews on the east, with the English light infantry and guards, intended against the intrenchments, which reached almost to the east river. Col. Sterling made a feint of crossing that river lower down, while Lord Percy, with a very strong corps was to act against the western flank.

The Hessians suffered much from the riflemen in passing a swamp, but succeeded, with the other divisions in driving the Americans into this fort, where they all surrendered, to the number of 2600 men, including militia. They had lost very few ; but the British lost about 800.

FORT LEE was immediately evacuated ; but the British crossed so speedily at Dobb's Ferry, that they took the artillery, military stores, baggage, and tents of the American army.

BATTLE OF WHITE PLAINS. In October, 1776, soon after the American troops evacuated New-York; while Gen. Washington had his army assembled at Kingsbridge, and the British were in possession of the island up as far as Harlaem, Gen. Howe came up the East river, with an intention of surrounding the Americans. He left his German corps at New Rochelle, and marched for the high ground at White Plains, several miles east of the Hudson, to seize the interior road between the city and Connecticut.

Washington penetrated his design, and entrenched himself on the west side of the small river Bronx, with his right on Valentine's hill, and his left on White Plains. He had garrisons near Harlaem, at Kingsbridge, and Fort Washington. Skirmishes were kept up till the British approached very near; when Washington assembled all his troops in a strong camp on the heights near the plains, with the Bronx in front and on the right flank, and a mountainous region in the rear. The right was more accessible; and Gen. M'Dougal was sent to entrench himself on a mountain about a mile in front.

On the morning of Oct. 28th, the British advanced in two columns: the right by Gen. Clinton, and the left by Gen. Heister. The former took post on the Mamaroneck road and the latter on the Bronx,—the armies being a mile distant. Col. Ralle with a Hessian regiment fell upon Gen. M'Dougal in flank, while Leslie attacked him in front with a brigade. The militia soon fled, but the regular troops resisted until overpowered. The British determined to wait; and on the following morning, finding the American position much strengthened, and a height in the rear occupied by the left wing, sent for more troops and erected batteries. Washington, therefore, retired to North Castle; and soon after, securing the bridge over the Croton, and Peekskill, crossed to Hudson.

FORT INDEPENDENCE, on the east side. Opposite the *Palisadoes* are of still greater height.

DOBB'S FERRY, 10 miles. This is the best point to stop, if the traveller intends to visit the *Grave of Andre*, as the spot is only $2\frac{1}{2}$ miles distant, in Tappan. His remains, however, have been carried to England.

TARRYTOWN, $3\frac{1}{2}$ miles. This is the place where Major Andre was stopped, returning from his visit to Gen. Ar-

nold, and on his way to the British lines. The place was then neutral ground, as the Americans and English lay encamped above and below. The tree is still standing under which his captors searched him, and the bank near by had concealed them from his view as he approached them. The previous life of this interesting young officer, together with the amiableness of his disposition, the refinement of his education, and the melancholy and ignominious fate to which he was brought, by one of the unhappy concurrences too often produced by war, spread a deep and universal sentiment of sympathy throughout this country, which time will never obliterate, and which will be only perpetuated by our history.

For a detail of the circumstances connected with Major Andre's capture, the reader is referred to a brief history of them, introduced in the account of *West Point*, a few pages beyond.

The ENTRANCE of the HIGHLANDS, is a short distance beyond this place, and 40 miles from New-York. This is a region no less remarkable for the important military events of which it has been the theatre, than for the grandeur and nobleness of its natural scenery. In pointing out the various positions as we pass along, we shall give them all a notice, but endeavour to enlarge only on those whose history demands a more particular attention.

STONY POINT. The little rough promontory on the left, nearly a mile below the entrance of the Highlands, was a fortified position during the American war. The British took it from Gen. Wayne in 1778, but lost it again the same year.

VERPLANCK'S POINT, on the opposite side, was also the site of a fort; but is now ornamented with a handsome private mansion, and the rocks near the landing are tastefully variegated with a lawn, an harbour, and many fine trees.

FORT MONTGOMERY AND FORT CLINTON, 5 miles.

These forts were taken by Sir Henry Clinton, on the 6th of October, 1777. His object was to co-operate with Gen. Burgoyne, at that time closely watched by Gen.





Gates near Saratoga, and to afford him an opportunity to force his way to Hudson river, by effecting a diversion in his favour. For this purpose Sir H. Clinton had left New-York with 3 or 4,000 troops, embarked in the fleet, and landed at Verplanck's Point. The next morning a detachment was sent to Stony Point, and marched round in the rear of these forts, then under the command of Gen. Putnam, and garrisoned by 1000 continental troops, part of whom were unfit for duty, and a small number of militia.

Gen. Putnam, apprized of the landing made at Verplanck's Point, and supposing the object of the expedition to be Fort Independence, had crossed the river, and made preparations to oppose them. He did not discover their real intentions until he heard the firing at forts Montgomery and Clinton, which are near each other, and were attacked at the same moment. Governor Clinton, however, and his brother, Gen. James Clinton, had arrived just before Lt. Col. Campbell, with 900 men, attacked the first of the forts, and Sir Henry Clinton and Generals Vaughan and Tryon the other. The fighting began between four and five o'clock in the afternoon, and lasted till dark, when the Americans having lost about 250 men, the forts were surrendered; but all the garrison who were able, about 450, effected their escape, with the governor and his brother Gen. James Clinton. The British, proceeding to West Point, removed the chain which had been stretched across the river to prevent the passage of their ships; and a part of the fleet, under Sir James Wallace, went up to Kingston, with General Vaughan and his troops. Although they found the village defenceless, the officers ordered it to be burnt, on the 13th of October. The British proceeded no further than that place; for the news of Burgoyne's surrender being received a few days afterward, the fleet returned to New-York.

ANTHONY'S NOSE. This mountain rises 1228 feet from the river, directly opposite the mouth of Montgomery Creek, looking down upon Forts Montgomery and Clinton. Behind the latter is Bloody Pond, where the bodies of those were thrown who were killed in their defence. Beyond is the way by which the British troops approached, by way of Smith's Clove. Fort Putnam, West Point, &c. are visible above.

The Catskill mountains are in sight, a part of Connecticut, the Green Mountains, with a noble view down the Hudson, extending to New-Jersey, and Harlaem Heights, Long Island Sound, &c. Even the Lunatic Asylum in New-York can be discovered. The mountain is accessible on both sides, and it is proposed to erect a house of entertainment upon it at the expense of \$40,000.

The military stores collected at Peekskill were seized by the British in January 1777.

As the steam boat proceeds, several points are observed projecting into the river, some distance above; and West Point makes its appearance on the left hand, with the ruins of FORT PUTNAM elevated on a commanding eminence, a little beyond, 598 feet above the water level. Of the latter, travellers have frequently remarked, that it is the only object in the United States which deserves the name of "*a ruin*;" but in the view of an European, probably, its claim would not appear very substantial, as the elements have begun their devastations upon it within thirty or forty years. It is, however, as imposing in size as in position; and the view it commands over its wild and mountainous neighbourhood, as well as its connexion with our history, will render it worthy of a visit. There are still three or four subterraneous rooms to be seen, and the place is so often visited, that the path is plain, and leads to most of the principal objects within it. This fortress commanded at once the river above and below West Point, and the passage into a defile which opens through the mountains westward. That defile was farther defended by numerous little batteries and redoubts on the peaks around it. The summits near Fort Putnam (then Independence) were also occupied, but were not fit for extensive works, although more elevated. The large hewn stones used in its construction, it is said, were taken from the shore at West Point, and carried by men up that tiresome ascent. During the war a fort stood on the opposite side of the river, called Fort Constitution.

KOSCIUSKO'S RETREAT is near this place, and the spot is still shown where he cultivated his little garden.

WEST POINT.

This was a military position of great consequence in the war. A battery was erected on the extremity of the point, just over the river, to command the channel, while a strong iron chain was stretched across from the shore below, to the opposite side. This was taken up by the British when they went up to Kingston. Just round the point, near the margin of the water, is the *cold spring*, from which the troops stationed there were supplied with water.

THE MILITARY ACADEMY OF THE UNITED STATES

is located at West Point ; and a more delightful situation for such an institution could hardly have been selected. It is designed for the instruction of young men destined for the army ; and secondarily for maintaining the military science in the country. The Academy was established in 1802 by Gen. Williams, and extends only to the instruction of Cadets. The number of pupils is confined to 250 ; and in choosing from the applicants, the sons of revolutionary officers are allowed the first claim, and those children of officers of the last war, whose fathers are dead, the next. In 1825, there were about 30 professors, instructors, and assistants. Some of the Cadets afford assistance in instructing, for which they receive additional pay. The law prohibits admission under 14 years of age. It has been made a subject of complaint, however, that too large a proportion of those admitted are the sons of wealthy parents not designed for the army, while the poor are almost debarred from the gratuitous advantages of such an education.

The level on which the buildings of the institution are erected, is 188 feet above the river, though it has the appearance of having once formed a part of its bed. The annual expense of the institution to the United States is \$115,000. The sum paid for the education of a cadet is about \$330 per ann. The library consists of a large and valuable collection of books, on the various branches of military science, which have been obtained with great assiduity and no small expense from Europe.

The buildings belonging to the institution are five ; all large, and built of stone. There are, besides, six brick buildings for the officers and professors ; near the water, some old military store houses, which contain arms, &c. used in the revolution. The barracks were lately burnt.

The course of study is completed in four years, each being devoted to a class ; and includes the French language, drawing, natural and experimental philosophy, chemistry and mineralogy, geography, history, ethics, and national law, mathematics in the highest branches, and lastly, artillery and engineering.

Study concludes each day at 4, P. M. and is succeeded by the parade, which lasts till sunset.

One of the particular spots worthy of attention, is Col. Beverly Robinson's mansion, on the east side of the river, which was made the head quarters of the several officers who were at different periods invested with the command of this important part of the country. It was resorted to at different times by most of our distinguished revolutionary men, and is the place where Arnold was stationed when he so basely deserted his country's cause.

In September 1780, while the British held possession of Hudson River up to the borders of the Highlands, and Gen. Arnold was in command here, a correspondence was carried on by him with the British officers on the subject of surrendering his post into their hands. To bring their designs to a conclusion, it was determined that a meeting should be held.

Andre was sent under cover of the night from the sloop of war Vulture, which was then lying in Haverstraw Bay, to a place which had been appointed for the conference. A man by the name of Smith had been sent on board by Arnold, under the pretence of negotiating about an honourable treaty with Great Britain, and he accompanied Andre to the foot of a mountain called the Long Clove, on the west side of the river. Here they found Gen. Arnold in a dark grove of evergreen trees, according to appointment.

So long was this interview in coming to a close, that the day dawned about the time of its termination, and the approaching light put it out of the power of Maj. Andre to pass in safety the posts at Verplank's and Stony Points.

He was therefore obliged to retire to Smith's house, and change his dress for a plain disguise.

General Arnold had furnished him with a pass under the name of John Anderson ; and on the following evening he set out by land, accompanied by Smith as a guide. They rode that night to McKoy's, after going eight or nine miles ; and the next he spent at Pine's Bridge, over Croton River. Here he parted with Smith, and proceeded alone six miles, when, as he had passed the American lines, and was approaching those of the British, he was discovered by three men, who were concealed from him behind a bank ; and one of them suddenly stepping from under a tree by the road side, seized his horse by the bridle. Andre was put off his guard, either by a sense of security, or surprise, and thoughtlessly demanded where he was from. "From below," replied the man, meaning from the British party. "So am I," replied Andre ; and he immediately informed him of his being a British officer, travelling on urgent business.

When he discovered that the strangers were New-York militia-men, on a scout between the lines, he offered his watch as a ransom for his liberty ; but having searched his clothes, they found proof of his designs, and refused to release him. They found in his boots a description of the works at West Point, with returns of all the forces of the garrison, in the hand writing of Arnold.

This happened on the 23d of September. A messenger was immediately sent to General Washington ; and, at Andre's request, Lieut. Col. Jamieson sent to Arnold to inform him that Anderson was taken. The latter messenger arrived first ; and Arnold, as soon as he learnt the truth, rushed down a very steep bank, sprang into his boat, and ordered the rowers to take him on board the Vulture. He appeared agitated, but the cause was then unknown ; priming his pistols again, and inquiring if they had arms on board. He tied his handkerchief to his cane, and used it for a signal in passing the forts. As soon as Gen. Washington was informed of Andre's capture, he despatched Col. Hamilton to Verplanck's Point to stop him ; but he arrived too late, and Arnold escaped on board.

On the 29th of September a board of officers was ap-

pointed for the trial of Major Andre, and sentenced him to suffer death as a spy. Objections were made to this sentence, on the ground that Andre had been introduced into the American camp under the passport of one of our officers; but the delivery of Arnold being made the condition of his release, and that being refused by the British, he was kept in prison until the 2d day of October, when he was hung at the town of Tappan, where his body was afterward interred.

The feeling which this necessary but melancholy event produced in the minds of our countrymen, was sincere, deep, and permanent; and those who acknowledged that the sentence was just, and his fate in those circumstances unavoidable, lamented the ignominious death of a man of such a noble, interesting character, and one who had risen to a distinguished station at an early age. His life was published and widely circulated in the United States; and there is scarcely a child to be found at this day, who has not mourned over the sorrowful tale of Major Andre.

A few years since the British government sent to this country to obtain his remains, which were removed to England and placed in the family vault of the then Prince Regent. A cypress tree which grew over his grave was likewise removed to the garden of the present king. The roots of this tree were found to have twined themselves about the skull.

At leaving West Point, the traveller will observe several remarkably high mountains on both sides of the river, for which he is referred to the Map. PUTNAM'S ROCK was rolled from the top of Butter Hill, June 1778, by a party of soldiers directed by General Putnam.

NEWBURGH.—This is a town of considerable size, 6 miles beyond the Highlands, with some handsome buildings. Here begins the *Stage Road* leading from the river to Ithaca, at the head of Cayuga Lake, and communicating, by a steam boat, with the great western turnpike at Cayuga Bridge.

Newburgh is advantageously situated for the eye of one approaching it, as it stands on the declivity of a hill which slopes handsomely to the shore.

A coach runs daily to Goshen, near which are the Che-munk Springs.





FISHKILL MOUNTAIN.—The summits, called North and South Beacons, which rise opposite Newburgh, at a distance of 4 miles, command a fine view over the surrounding country, and the river, which appears, interrupted by the Highlands, like a number of lakes. It has been proposed to erect a house there for the accommodation of visitors, and the place affords a convenient garden spot, with a fine stream, which would furnish a supply of water for baths; and a little to the east, a cavern, which always contains a quantity of ice, even in the warmest weather. Fort Putnam is in sight, and it is said that land may be seen in seven different states. Many villages, as well as the river, are included by the view, particularly that of Matteawan, a manufacturing place. Wappinger's Creek has a beautiful island at its mouth, well stocked with rabbits.

POUGHKEEPSIE is worthy of a particular description, as it is a place of considerable importance, and has a singular situation. There are three or four rough and rocky projections on the shore, which break up the streets of the village, and are partly occupied with houses and gardens. The effect is peculiar.

For several miles beyond, the shores are of a regular elevation, but are cut through by several streams, which afford a little variety, as wharves are usually constructed at their mouths, where a sloop or two receive their cargoes of timber or produce for New-York.

THE CATSKILL MOUNTAINS.

As the traveller proceeds, he at length discovers the distant ridge of the Catskill mountains, which limit the view in that direction for many miles, and form a grand feature in the scene. On account of their great elevation, they seem less distant than they really are; and although they present so imposing an appearance when directly opposite, they no where approach nearer to the river than 8 miles, and in some places retire 15 and even 20.

An excursion to the summit of these mountains is performed by great numbers of travellers; and indeed has become so favourite an enterprise, that it may very properly be ranged among the principal objects in the great

tour which we are just commencing. The visit may be accomplished in one day, though two or three may be agreeably spent in examining, at leisure, the grand and beautiful scenery of that romantic neighbourhood, particularly in observing the break of day and the retiring of the sun from that lofty height. There is a large and commodious house of entertainment erected at the Pine Orchard, one of the peaks of the mountain, about 3000 feet above the river. It is visible from the steam boat, and the ascent to it is performed without fatigue, in a stage coach, which goes and returns regularly twice a day.

The place to land for this excursion is Catskill, where begins a *turnpike road to Ithaca*. Taking the stage coach here, for \$1 you proceed towards the Pine Orchard, passing a good inn at the distance of 7 miles, and then beginning the ascent, which is surmounted by a winding road that affords much wild scenery and many a glimpse at the surrounding country. Five miles of such travelling brings the visitor to

THE PINE ORCHARD. This is a large and singular plain, about a mile and a half long, and nearly a mile broad, 3000 feet above the river, covered with a growth of forest trees, and furnished with a house of great size, and two stories high, built for the accommodation of visitors. The view which it commands towards the west and north is extensive and grand. The Hudson is seen winding from afar through its verdant valleys, its margin adorned with villages, and its surface enlivened with vessels of various descriptions. Immediately below is seen a region of uncultivated mountains, which is strikingly contrasted with the charming aspect of fertility that reigns beyond, and presents all the variety of hill and vale, town, hamlet, and cottage.

The Pine Orchard is the resort of so much company during the pleasant seasons of the year, that the attractions of its scenery are redoubled by the presence of agreeable and refined society. Individuals of taste and leisure, and still more, parties of travellers, will thus often enjoy a gratification which is rarely to be found in a place naturally so wild and difficult of access.

THE ROUND TOP is a summit of great elevation to-

wards the south, from which the view is more extensive. It is 3,718 feet above the ocean.

THE NORTH MOUNTAIN, however, is the finest point of view of all, being about 3,804 feet higher than the ocean, and overlooking a large tract of country on the north-west, which is not in sight from the other. On the west side of the river is seen part of the counties of Albany, Greene, Ulster, and Orange; and on the east, part of Putnam county, and all of Dutchess, Columbia, and Rensselaer. The distant high land in the east belongs partly to Taughkannuc and Saddle Mountains, in Massachusetts, and perhaps partly to the Green Mountains in Vermont. Lower down is discovered a range of hills in the western counties of Connecticut. The eye embraces a tract of country about 100 miles in length, and 50 in breadth; and a large part of it is supposed, by geologists, to have formed the bed of a great lake in some long past age, when the Hudson was thrown back by the barrier presented at the Highlands, before the present chasm had been cut for its passage.

The rich cultivation of Dutchess county, proverbially fertile, will be dwelt on with great delight; while the numerous vessels continually skimming over the Hudson, may serve to remind the spectator of those vast and productive regions which nature had made tributary to other streams, but whose wealth has been diverted by art into the same broad channel. Many of the vessels which navigate the Hudson are freighted with the productions of Lake Erie; and the stranger may, perhaps, have an opportunity to see them gliding by to New-York, regardless of the wind, as steam boats are now employed expressly for that purpose.

Nearly opposite is seen the old Livingston Manor, which is one of the few great aristocratical estates existing in this part of the country. It contains a tract of about 14,000 acres.

THE CASCADES. There is a singular and highly romantic scene which has been intentionally reserved for the last. At the other side of the Pine Orchard are two fine cascades, which the visiter must not fail to see, even if he should neglect to ascend the north or south summits. A path leads through the woods to the cascades, passing

near two small *lakes*, from which the supply of water is derived. They are small, but so shut in by rude and wild mountain scenery as to render them very striking to the stranger.

THE LAKES lie very near each other, and communicate by a small stream. They are probably about a quarter of a mile in circumference each, and remarkable for their appearance. The stream which flows from the second lake runs to the western extremity of the Pine Orchard, where the level terminates, very abruptly, at a high and shelving precipice, descending into a tremendous gorge between ridges of gloomy mountains. The whole scene is on a vast and imposing scale. The gulf is gloomy, and the steep ascents on both sides are entirely clothed with forests. Just at the feet of the spectator the stream rushes along and springs from the rock, in two successive cataracts, into the deep and narrow valley below. The first fall is 175 feet, and the second 80 : both perpendicular, without a single protruding rock to break the snow-white sheet.

A building is erected on the left hand, where refreshments may be obtained ; and on the right is a steep path by which even ladies may descend in safety to the foot of the falls.

There is a cavern under the first cataract, where the shelving rock shelters the stranger from the spray, and throws a dark shade around him, which sets off, in the most beautiful manner, the wild scenery below. Mr. Cole, a young artist of great promise, made a delightful picture of this scene in 1825. It has been exhibited in New-York.

At a little distance the stream takes its second leap into a dark abyss ; and from a rock at that place, it is seen rushing tumultuously along over a steep and rocky channel, winding between the bases of the mountains until it gradually sweeps away towards the south, and disappears among the rude scenery that surrounds it.

On a fine summer day, the splendour of the scene is greatly increased by the depth of the lights and shades, as well as the forms and motion of the mist, which the wind is continually bearing off from the water falls ; and the brilliancy of the rainbows with which they are often decked by the beams of the sun.

After gratifying his curiosity and taste with scenes like these, the traveller will return to Catskill to take the next steam boat ; and by making the necessary arrangements, he can proceed up the river with very little delay.

THE CITY OF HUDSON, $5\frac{1}{2}$ miles.

This is one of the largest and most important towns on the river, and occupies a commanding eminence on the eastern bank, with several ranges of large stores built near the water's level. On the brow of the ascent from the water is a favourite promenade, from which a charming view is enjoyed of the river and the opposite Catskill mountains. The western shore is variegated and beautiful, and contains the village of Athens.

If the traveller wishes to proceed directly to *New-Lebanon* Springs, this is the proper place to leave the steam boat ; as there is a direct road leading to that place, and a stage coach goes twice a week. The distance is 28 miles. Hudson is $117\frac{1}{2}$ miles from New-York, and $27\frac{1}{2}$ from Albany.

There are some fine country seats in this neighbourhood.

The OVERSLAGH, 4 miles from Albany, is a place where the large steam boats are obliged to stop when the river is very low, because the water is much more shallow beyond. A small steam boat is then sent down to take out the passengers and luggage ; and, at the hour of departure, comes down with the passengers for New-York.

Improvement of the Navigation of Hudson River.

A company was incorporated by the state Legislature in 1826, for improving the navigation of the Hudson. \$14,000 were to be appropriated for a machine, for deepening the channel from Troy, to below Coeymans. The *Hudson Ship Canal Company*, was also incorporated at the same time, with a capital of a million of dollars. Their design is to make a ship canal on the east side of the river to near New Baltimore.

ALBANY, 145 miles from New-York.

INNS. Rockwell's Mansion House, in North Market-street ; Skinner's ; Cruttenden's, on Capitol Hill ; Baman's, South Market-street ; and Fobes's, near the steam boat wharf. The best houses in Albany are large and well kept, and the stranger will find excellent accommodations, provided the city is not too much filled by the session of the Legislature, or some other extraordinary occurrence. The charges, however, are very high in this city, and form a mighty contrast with the moderate demands for food, lodging, &c. in the inns along the course of the canal, and in the canal boats themselves.

ROUTES FROM ALBANY. Stage coaches run daily towards all the four cardinal points ; and six or eight frequently set off in the same direction. Indeed the number is often much greater than this when the full crowd of travellers is pressing towards the Springs. By steady travelling, you may go to Buffalo in three days, 296 miles. Two or three steam boats go daily to New-York ; small packet boats go on the canal to the Junction, $8\frac{1}{2}$ miles ; and a large and convenient one used to go every day to Schenectady, $28\frac{1}{2}$ miles, but it is uncertain whether it will be continued. The circuit and delays occasioned by the locks, make the passage consume a whole day. The freight boats of the Erie and Ontario Transportation Company are very numerous, and have been lately fitted up very comfortably for passengers, and convey them at a less price than the regular packets.

Strangers travelling to the Springs or Canada will be pleased with a route which was opened hence to Ballston and Saratoga in 1825, by a line of coaches to the Cohoes Falls, a canal boat thence to Clifton Park, and a second line of coaches onward. As this route is travelled only a part of the season, it will be best to make inquiries concerning it. Dinner was furnished on board the boat in 1825, although cooked in another boat called the "Betsey Cook."

For the ROUTE to NIAGARA, see page 50. For other routes, &c. see index ; also "REMARKS" at Ballston Springs.

The CAPITOL, or STATE HOUSE, occupies a commanding

position, and contains the Assembly and Senate Chambers, the Supreme Court, County Court, &c. &c. It is 115 feet in length, 90 in breadth, and 50 high. On the opposite side of the river is Greenbush, famous for more than a century as a cantonment; and the now deserted lines of barracks are clearly seen from the State House. This is the first point worthy of notice, connected with the colonial wars against Canada. At Greenbush, the troops supplied in quotas by the eastern colonies, used to meet those of New-York; and hence they proceeded, under commanders appointed by the British government, against their enemies in the north.

The ACADEMY, just north of the Capitol, is a large institution for the higher branches of education.

Albany received a great impulse during the late war with England, on account of its local position: but peace brought with it a fatal stagnation of business, the effects of which are still apparent in some parts of the city, although the more natural and wholesome prosperity which already begins to flow in through the canal, has done much to obliterate them. Population in 1825, 15,954.

The FARMERS' AND MECHANICS' BANK, and the ALBANY BANK, both at the foot of State-street, are handsome buildings of white marble; and the latter is lighted by a glass dome. State-street deserves to be mentioned, on account of its remarkable breadth and fine appearance. At night, the lamps there make a very fine show. The Museum is in South Market-street. For *the Basin*, see page 48.

There is a fine Waterfall about 8 miles from Albany, in a south-west direction, which has recently attracted many visitors, and is well worthy of attention. The first part of the way is over a sandy turnpike road, through a fine plain; after which Nordman's creek opens with a very pretty appearance, the view being bounded in front by a mountain covered with forest trees, and the level near the stream laid out in fine farms, and well populated. The falls are on a branch of Nordman's creek; and although they present no perpendicular descent of any considerable height, the water dashes over a great number of little precipices in quick succession, which break it up into a sheet of foam; and the spot itself is of quite a romantic character.

LEBANON SPRINGS, 25 miles east from Albany.

NEW LEBANON SPRINGS is one of the most delightful resorts for strangers, in point of situation, being in this respect incomparably superior to either of the great watering places Saratoga and Ballston. It is accessible with facility from different directions, and possesses strong attractions in its rich and beautiful scenery, being situated on the side of a fine amphitheatre of hills and mountains. The approach from almost every side is through a diversified region, offering many prospects of fertile vales and commanding eminences, covered with green, and frequently cultivated to their summits. Among all the places which might have been selected for an agreeable residence in the warm seasons, and calculated to please a taste for the softer beauties of nature, none perhaps could have been found more eligible than that we are about to describe.

The village of New Lebanon is situated in a little valley, surrounded by fine hills, or rather spurs from the two ranges of high ground, descending with a rich and graceful slope on every side to its borders. The valley is almost a perfect level, which contrasts delightfully with the bold sides of the uplands, some of which are divested of their forests, and ornamented with cultivated fields and farms, presenting a rich variety to the eye wherever it turns.

On the side of a hill about two miles east from the village, and about half-way to the summit of the ridge, issues out a Spring of clear warm water, which, although possessed of no strong mineral qualities, has given the place much of its celebrity; and there stands a fine and spacious hotel, to which the visiter will direct his course.

In coming from the west, the Shaker Village opens just beyond the last turnpike gate; and on approaching the hotel, it is better to take the road which turns off to the right, as the direct road up the hill is very steep and laborious.

The terms of boarding are as follows: in July, \$8 per week, and at other seasons \$7. Near the Spring is a Bath House, containing warm, cold, and shower baths.

A little harbour will be observed on the acclivity of the hill above the house, the path to which lies through the garden; and there an uninterrupted view will be enjoyed over the surrounding landscape. A still more extensive sight may be obtained from the summit of the hill, by following the road for a considerable distance up, and then turning off into the fields. But the former point of view will be most frequently taken by visitors, on account of the facility of access. On the south-east is the road to Northampton; south-west, the most extensive scene, and the road to the Shaker Village; west, village of New Lebanon, and road to Albany and Troy; north-west, the side of a fine sloping hill, well cultivated, and near at hand.

DISTANCES. To Albany, 26 miles; Troy, 27. (This is the shortest way to Ballston and Saratoga Springs, Lake George, &c.) To Hartford, 69 miles.

The waters of the Spring are abundant, and much esteemed for bathing, always keeping the temperature of 72° Fahrenheit, although they cannot be supposed to possess any mineral virtues, as may be inferred from an examination of the following analysis given by Dr. Meade, and quoted by Professor Silliman: Two quarts of the Lebanon water contain

Muriate of lime, 1 grain.	|	<i>Of Aeriform fluids.</i>	
Muriate of Soda, $1\frac{3}{4}$			
Sulphate of lime, $1\frac{1}{2}$		Nitrogen gas,	13 cubic in.
Carbonate of do. $\frac{3}{4}$		Atmospheric air,	8 do.
<hr/>		<hr/>	
5 grains.		21	

The Lebanon water is therefore purer than most natural waters, and purer than those in the vicinity, which flow from the same hill. It resembles very much the Buxton water in England, though it is not quite so warm; and the Bristol water is another example of tepid water almost entirely without mineral qualities. Professor Silliman compares the scenery about Lebanon Springs to that of Bath in England. It is however graduated more on those principles of taste which habit cherishes in an American, as it abounds far more in the deep hues of the forest, and every where exhibits the signs of progressive improvement. Few places can be found in this part of

the country, where the views are so extensive and grand, at the same time that they embrace so many rich and swelling slopes, with so many a scene of neat, beautiful, and productive husbandry.

Messrs. Kerr & Hull's house at the Springs, is very large, commodious, and elegant; and, during the past season, accommodated 300 persons at one time: probably as many as any public house in the country. The attendance and table will be found excellent, and Saratoga and Ballston waters may be obtained at the bar. It stands close by the spring, and is furnished with baths supplied with the water. The old house has been put in complete repair, and fitted up anew; a very large addition was built to it in 1824, which attracted vast numbers of visitors to the place in both the succeeding seasons. The first house measures 90 feet, and the new one 130: 5 stories high. They stand in the form of an L, and a fine piazza runs along them both, measuring 220 feet. The place now vies with Ballston and Saratoga, and has sometimes counted more visitors than either of them. The stranger will here find the same amusement and gaiety growing up in the fashionable season, and witness the same round of arrivals and emigrations, with a similar decline as the leaves begin to change.

ROADS FROM LEBANON SPRINGS.

From New Lebanon Springs to Troy, there is a very good road, through a variegated country. Distances as follows: to Nassau, 14 miles; thence to Troy, 18.

From the Springs to Hudson is 28 miles, and a stage coach goes thither twice a week. The following is a table of distances on the road to Boston:

Pittsfield,.....	7 miles.
Hinsdale,.....	9
Peru,.....	4
Worthington,	6
Chesterfield,.....	6
Northampton,*.....	13

* Northampton is a beautiful town on Connecticut River, and well worthy of a day's delay at least. *Mount Holyoke*

Hadley,.....	3
Amherst,.....	4
Belchertown,.....	7
Ware,.....	6
Western,.....	8
Brookfield,.....	6
Spencer,.....	7
Leicester,.....	11
Worcester,.....	6
Framingham,.....	10
Boston,.....	21—134

The SHAKER VILLAGE, a few miles from the Springs, is an object of attention to most visitors. The village itself presents a scene of great neatness and beauty, as it is situated on a beautiful level, and laid out with the utmost regularity. The fields are divided by right lines, fenced with the most substantial materials, and cultivated with great faithfulness and skill. It is a leading principle with the society, to allow of no private property : all the possessions of those who join them are thrown into the common stock, and submitted at once to their peculiar system of life and government. Celibacy they insist upon as indispensable ; and they profess to banish the love of wealth and ambition, as well as luxury in all its degrees, from their territories.

So much has been lately published on their peculiar doctrines, that few words need to be said here on the subject. Not that their principles are very perfectly understood by the public ; on the contrary, few indeed can be said to comprehend them, even among the society itself. It may, in fact, be doubted, whether two persons could be found who would give the same representation of the subject.

The founder of their sect was Ann Lee, who came from England some years ago, and established a small "family," as they call it, which has been succeeded by various similar institutions in different parts of the country. They regard that woman as nearly equal to the Saviour of the world ; and themselves as the only persons who have re-

commands the finest view in this part of the country, and is easily accessible. (See Index.)

ceived that spiritual light which is necessary to understand and practice the duty of man, which is, to renounce the pleasures of the world, and, by a life of self denial, present a living testimony against error and wickedness. Their dress is plain, and their worship consists principally in a strange and disagreeable kind of dancing, whence they have their name, accompanied with a monotonous song.

Some of their most experienced and perfect members, pretend to "speak with tongues," heal diseases with a touch of the hand, and perform other miracles like the apostles. They are generally supplied with members in the children of poor parents, or the parents themselves, who may be desirous of securing a comfortable living, and are not scrupulous in breaking the bonds of nature, by considering relationship as well as matrimonial union dissolved: which the rules of the society strictly demand. Occasionally, however, they receive more lucrative additions from an individual or family of wealth.

They pay great attention to the raising of garden seeds in most of their villages, as well as to several of the neater branches of manufacture, and derive from both a very handsome income, by making sales at home and in distant parts of the country. Whoever has an opportunity to see this singular people, will probably feel gratified with their neatness, industry, and economy, but will perhaps leave the place with pity for some, and suspicion of others.

Geology. The tract of country between New Lebanon and Albany is transition. Bluish gray transition limestone, with veins of calcareous spar, abounds here in strata on a great scale, with a considerable inclination. It is compact, with a slaty structure. Grawacke abounds at intervals; also transition slate, and a fine red sand stone. At Greenbush is a bed of uninflamable fossil coal, or anthracite.

ROAD FROM LEBANON TO ALBANY.

Nassau, 8 miles; Greenbush 16; Albany 1.

The ALBANY BASIN. The northern and western canals unite at the distance of $8\frac{1}{2}$ miles from Albany, and terminate here. To afford room for boats to lie while discharging or receiving their cargoes, a large basin has been built in the Hudson, which extends more than half the

length of the city, and is one of the greatest works connected with the canal. It is 4000 feet long, and has two or three handsome bridges, one with a draw to allow a passage for sloops. It leads from the foot of State-street. The pier which encloses the basin on the river side, is built of logs, and wide enough for a spacious street. It is a place of deposit for vast quantities of lumber.

In 1825, there were 9594 arrivals and departures of canal boats at Albany, with 165,000 barrels of flour, and near 16 million feet of plank and boards. 23,292 tons of merchandise also, went north and west. (*See page 56.*)

The size of this basin, may afford the stranger some idea of the extent of the benefits expected from the canal; and probably he will find cause to think them not over-rated, when he observes the number, size, and lading of the boats which already avail themselves of the convenience and security of this construction. Here the traveller gets the first view of objects with which he is afterwards to become familiar; and if he is travelling this way for the first time in a few years, he must look with surprise upon the crowd of boats, and the bustle of industry. He may look upon them also with additional interest; for they will be hereafter presented to his view in many varying forms, though still preserving the characteristic aspect and impression, which distinguish the whole line of internal improvements, to its very termination.

The route to Schenectady, by the canal, although so much longer than the stage road, and so much obstructed by frequent locks, is highly worthy of the traveller's attention, either in going or in returning; for it will afford him an opportunity of seeing the junction of the two canals, the Cohoes Falls on the Mohawk, the locks by which the rise of land is artificially surmounted, the aqueducts which bear the canal twice across the river, the Wat Hoix Rapid, and the gap through which the canal passes; the scenery at Alexander's Bridge, &c. The packet boats used to leave Albany for Schenectady every day; if they should have ceased running, travellers may find very good accommodations in the boats of the Ontario and Erie Transportation Company, which are all fitted up for passengers, and carry them at more moderate prices. Other boats of various descriptions go every day in the same direction.

ROUTE FROM ALBANY TO NIAGARA.

The boats start from the commencement of the canal, which is at the north end of Albany; so that a carriage will be necessary for the traveller and his luggage.

Boats run with great exactness from Albany to Rochester in five days.

Description of a Canal Packet Boat.—The length is 60 or 70 feet, a large part of which is devoted to the dining room, where two rows of tables are set. At night, mattresses are spread on the seats each side, and another row above them on cots suspended from the roof. The ladies are accommodated with births in the cabin, which is usually carpeted, hung with curtains, and in other respects more handsomely furnished. The kitchen and bar are conveniently situated; and the tables are spread with an abundance, and often a delicacy, which may well surprise those not accustomed to the cheapness of travelling in this part of the country.

A small library, a number of newspapers, &c. will serve to make the time pass agreeably, even if the traveller be a stranger, or the weather not inviting. In many places, the view from the deck is highly interesting; but it cannot be too often recommended to the stranger to beware of standing on deck when approaching a bridge, and never to expose the head or hands out of a window.

RENSSELAERWYCK,

A fine estate with its respectable old mansion house, about a mile north of the centre of the city, is worthy of particular observation, as the seat of the Honourable Stephen Van Rensselaer; who bears the respected old Dutch title of Patroon of Albany. The estate is of immense value, extending ten miles along the river, and double that distance east and west; while he possesses besides, a fine tract on the Black River, &c. It was formerly entailed, and secured by law to the oldest son of the family; but on the death of the present proprietor it is to be divided equally among all the children. The character of Gen. V. R. is too estimable and influential to allow his name to be passed over in silence, even in a work like the present little volume. He has been a powerful patron, for many years, of all plans for the pub-





lic benefit, and one of the earliest and most efficient friends of the Erie Canal, which terminates within view of his house.

STATE ARSENAL, $5\frac{1}{2}$ miles, at Gibbonsville. The advantages of this situation will be immediately perceived: the vicinity to the Hudson, the road, and the canal, affording every convenience for the transportation of arms and ammunition. This depository of arms, &c. is under the charge of Major Hoops.

The ground occupied by the arsenal extends from the road near the river, back to the tow path of the canal, where are two gun houses, with low projecting roofs to protect the carriages from exposure to the weather. Strangers may easily gain access by mere application at the officers' quarters. These are in the south wing of the principal building, which faces the road and the river; and the remainder of which is occupied for the storing of arms. The lower floor is devoted to such arms as are intended for the supply of the military posts, or have been received for repairing. The arms in the second loft are disposed with more taste. The muskets are partly packed in boxes, and partly ranged upright, with fixed bayonets, in compact order; and present an appearance truly formidable. Thousands of pistols are hung over head; those in the alternate lines standing different ways; and swords with metallic scabbards are disposed horizontally on wire hooks. The walls are ornamented by several devices formed of swords, pistols, &c. ingeniously arranged.

The upper loft contains only knapsacks, belts, cartridge boxes and other leathern articles; while the passages and stair cases are hung with drums.—On the ground floor are a few pieces of artillery, and various sizes of shot, shells, &c. &c.

In the yard are two ranges of buildings. That on the north is devoted to work shops for the repair of arms, manufacturing locks, &c. about 30 men being usually employed, most of whom are enlisted. The buildings on the south side are occupied by smiths and carpenters. Behind these is a handsome flower and fruit garden; the kitchen garden being on the north side of the grounds.

The muskets are repaired about once in a year; which costs from 50 cents to \$1 50 or \$2 each. The barrels are oxydized to prevent rusting. The muskets weigh a

little more than 10 pounds, and the parts are intended to correspond as nearly as can easily be done.

In the yard are a number of cannon, &c. There are 4 medium 12 pounders, one 24, and one howitzer, all taken at Saratoga; 4 medium 12 pounders and one howitzer, taken at Yorktown; two long antique pieces and one 8 inch mortar, taken at Stony Point; two old French 4 pounders and 14 guns, sent by King Louis to the Continental Congress in the revolution. These are all of brass, and most of them highly ornamented. The French guns presented by the king, bear each an individual name forward, and the inscription "*Ultima ratio regum*"—(the last argument of kings.) The English guns have the royal arms near the breech, and those of the officer of the foundry department forward.

There are also three or four howitzers cast in New-York and Philadelphia in the revolution, some of the oldest specimens of such manufacture in this country. They bear the letters U. C. for *United Colonies*.

TROY,

On the opposite side of the river, is a very handsome town, with fine hills in the rear, the most prominent of which has received the name of Mount Ida, to correspond with the classic appellation of the place. There is a good horse ferry, which helps to render the town a great thoroughfare during the travelling season. The Dam and Basin at Troy form a great and expensive work, and promise great benefit to the place, by diverting a part of the business of the canal.

The road to New Lebanon is a very good and very pleasant one. The distance is 27 miles. The first mile or two is through a wild, broken piece of country, with some striking scenes.

Sandy Lake is 10 miles on this road, Nassau 8 more, village of New Lebanon 12 further, and Lebanon Springs 2 more.

On Mount Ida, the hill east of Troy, is a fine succession of water falls, on a stream which has cut its way in some places to a great depth, and takes three or four perpendicular leaps at short intervals of only a few yards. The road to New Lebanon Springs leads near the place, which is worthy of attention for its picturesque character.

There are several mills of different descriptions, and a cotton manufactory on the same stream.

MOUNT IDA. The view from the top of this hill, and still more from the mountain behind it, is very extensive and beautiful. It embraces the course of the Hudson for a considerable distance up and down ; with the courses of the two canals, before and after their junction ; together with many of the objects already spoken of ; particularly the range of the distant Catskill Mountains, which present a boundary to the scene in the south-west.

A canal route has been surveyed by the state of Massachusetts, from Boston to Troy. From Troy to Connecticut River, 78 miles of canal would cost 3 millions of dollars, with a tunnel of 4 miles through Hoosac Mountain, Lockage 611 feet.

At the *Van Rensselaer School*, the students deliver lectures by turns, on the branches of study to which they are devoted ; and during the pleasant seasons of the year, they devote much time to making personal observations on farming, the botany of the neighbourhood, &c. Boarding costs about \$1 50 per week, and no charge is made for room rent, use of the library, apparatus, &c.

Miss Willard's Academy, for young ladies, is also a very respectable establishment.

The *Flour Mill*, south of the town, can grind 2000 bushels of wheat in a day, and 1500 with ease.

The *Nail and Spike Manufactory*, makes of red hot iron, every thing from a shingle nail to a ship spike.

HYDROSTATIC LOCK.

In order to prevent fraud in the collection of toll, three of these works have been constructed :—one at Troy, one at Utica, and one at Syracuse. They are commonly called *weigh-locks*. The following minute account of them may be interesting to those who have never seen them.

“ These hydrostatic locks are constructed with a chamber sufficiently large to receive any boat used on the canal. The chamber is on the same level with the canal, and is filled from it by a paddle gate which is fixed in a large gate. On a level below the chamber, is a receptacle, into

which, by a gate, the chamber can be emptied ; and from this, through another gate, the water can be discharged. The gates are made as accurately as possible, to prevent leakage ; and although they cannot be made perfectly tight, yet if they are equally so, the result will be equally compensated by the gain at the other.

“When it is designed to ascertain the weight of a loaded boat, the chamber is first filled by the opening of the paddle gate, after which the large gate is opened, the boat is removed from the canal into the chamber, and the gates close behind it. The depth of the water in the chamber is then carefully ascertained by a metallic rod, graduated into feet, tenths, and hundredths of a foot ; and the cubic contents of the water, with the boat floating in it, are at once obtained from a table constructed for the purpose, and adapted to the graduations of the rod.

“Suppose the column of water in the lock in which the boat is afloat, is 85 feet long, 15 wide, and 4 feet deep ; then by multiplying the length, width, and depth of this column into each other, its contents in cubic feet are obtained. Thus, $85 \times 15 \times 4 = 5100$ cubic feet of water, including what is called the flotation bulk of the boat, or in other words, including the contents of the volume of water displaced by the boat. The water is then drawn off into the receptacle, and the boat settles down upon timbers, so arranged as to yield to its shape, by which it is supported, without being strained or injured. The quantity of water drawn from the lock is then ascertained by the graduated rod. Suppose the water in the receptacle measures 30 feet long, 25 feet wide, and 5 feet deep : these multiplied into each other as before, will produce 3750 cubic feet. It is a principle in hydrostatics, that every body which floats in water, displaces a volume of this fluid, precisely equal in weight to the floating body. It appears from the above, that the water, with the loaded boat floating in it, contained 5100 cubic feet, and that the same water, drawn off and measured separately, contained 3750 cubic feet, which subtracted from the preceding, will give 1350 cubic feet of water displaced by the loaded boat. And as a cubic foot of fresh water weighs 1000 ounces avoirdupois, or $62\frac{1}{2}$ pounds, it follows that $1350 \times 62\frac{1}{2} = 84375$: the weight of the loaded boat. This is to be reduced to tons, and the weight of the

empty boat, previously ascertained in the same manner, is to be deducted, and the remainder will be the weight of the cargo. After an empty boat has been once weighed, she is numbered, and her weight is registered at the several hydrostatic locks."

As I suppose the traveller personally unacquainted with this part of the country, I may call his attention both to the advantages and the disadvantages of the mode of travelling. The opportunity for looking around on every side is much better enjoyed in a canal boat than in a stage coach, or even a private carriage, although it sometimes happens, that the road commands more extensive views than the canal. The immediate scene from the latter, however, will usually be found the most agreeable; for a smooth sheet of water, with level and often grassy banks, is a more pleasant sight than a long stretch of a muddy or sandy highway. Besides, it is always free from the inconveniences of dust, which frequently render the roads in this part of the country extremely uncomfortable.

THE DOUBLE LOCKS. The two locks which occur just below the junction of the northern and western canals, were doubled in 1825, to furnish room for the boats, which pass here in great numbers. They are built of marble from Westchester county.

The Junction, $8\frac{1}{2}$ miles from Albany, is where the Northern and Western Canals meet and unite. To this spot the canal has been of a greater width than either of the branches will be found to be. The Northern Canal runs to Whitehall, Lake Champlain, with locks, a distance of $63\frac{1}{2}$ miles, passing through Waterford, Half-moon, Stillwater, near Bemis's Heights, (14 miles from Waterford,) with the battle grounds of General Burgoyne, Fort Hardy, where he surrendered, Fort Miller, Fort Edward, and Fort Anne.

The Erie or Western Canal now reaches to Buffalo, on Lake Erie, a distance of 362 miles. It has 83 locks, which raise and lower the water 688 feet in all. The principal points where the most labour and expense have been required, are the following:

The Basin at Albany,—the Dam and Basin at Troy,—the Locks at the Cohoes Falls,—the two Aqueducts on which the canal twice crosses the Mohawk,—the long Stone Wall and Locks at Little Falls, together with the

beautiful Aqueduct for the Feeder at that place,—the long stretch through the Onondaga Swamp,—the great Embankment at Monroe, where for two miles the boats pass 72 feet above the level,—the Aqueduct over the Genesee at Rochester,—the 5 double combined Locks at Lockport, and the long Pier at Black Rock.

The principal natural objects within its neighbourhood, worthy of the traveller's attention, are the following :

The Cohoes Falls,—Little Falls,—the Falls of Trenton, 14 miles north-east of Utica,—the Lakes of Oneida, Salina, Onondaga, Cayuga, Seneca, and Canandaigua ; the three Falls of the Genesee River at Rochester and Carthage ; Niagara, and the Lakes of Ontario and Erie.

In the unfinished state of the canals, the amount of tolls was, in 1822, \$64,071 83 ; in 1823, \$151,099 46 ; in 1824, \$289,320 8 ; 1825, estimated at \$500,000. The canal was completed in 1825 ; and it was estimated that on the first of Jan. 1826, the canal debt amounted to \$7,602,092. The interest on this will be \$410,000, and \$100,000 is estimated to be requisite for repairs and superintendence, annually. For the first ten years the canal tolls are estimated to average \$700,000, the auction duties belonging to the canal fund, \$250,000, and the salt duties \$170,000. The income from the tolls and funds of the canals will thus yield an annual surplus revenue of \$610,000 to be applied to the reduction of the canal debt, which it is estimated will be paid off in 10 years.

At the 9 Locks, the road to Waterford leaves the Erie Canal on the west, and the Champlain Canal on the east ; and in a short distance crosses the Mohawk River below the Cohoes Falls ; which are to be immediately described. There is a very fine view of the locks, the river, and the falls, from the road which runs along the south bank of the river, 140 feet high, between it and the canal. The stage coaches for the Springs through Clifton Park, stop at about a mile distance, where the canal boat awaits them ; and those who are going on the road to Waterford, would find it worth a little time to turn off about a mile in that direction and return.

(The book will now follow the great route, westward, to Niagara. For the road to the Springs, see *Waterford*.)

COHOES FALLS.

This is the great Cataract of the Mohawk River. The height of the fall is 78 feet. The banks are mere walls of stratified rock, rough, and sometimes hollowed out beneath, rising about 140 feet above the river for a great distance below the falls. At first view the cataract appears almost as regular as a mill-dam ; but on a nearer approach, the ledge of rocks over which the water is precipitated, is found extremely irregular and broken. Many fine fish are caught at the bottom.

The Lower Aqueduct, $2\frac{1}{2}$ miles. On account of the difficulty of cutting the canal along this side of the river, above this place, it was found easier to carry it over, as there is a natural channel on the other side, which will be seen with surprise. This aqueduct is 1188 feet long, and rests on 26 stone piers and abutments.

Wat Hoix Gap, $2\frac{1}{2}$ miles—the channel above-mentioned.

Upper Aqueduct, $9\frac{1}{2}$ miles—748 feet long, and rests on 16 piers. The scene at *Alexander's Bridge* is very fine.

SCHENECTADY is one of the oldest settlements in the state, having been occupied as a little frontier fortress before the year 1665, when it was attacked by a party of French and Indians from Canada, and burnt, and many of the inhabitants murdered. This party was designed against the Five Nations ; but being much worn down with travelling in the winter, they fell on Schenectady.

The town was remarkable, until within a very few years, for the antique and foreign aspect of its buildings, and the inconvenience of its streets, having retained in a singular degree the Dutch fashions in architecture, &c.

UNION COLLEGE is conspicuously situated a little out of town. Two large stone buildings have been erected several years, but the original plan, which was quite extensive, has never been completed. Dr. Nott is president of this highly respectable institution, which contained, in 1825, 234 students.

FROM SCHENECTADY TO UTICA.

By the Canal, 79½ miles.*

Rotterdam Flats	3 miles.
Flint Hill	8
Fort Hunter	10

North of the canal, and on the bank of the Mohawk, is the place where this little fort formerly stood. Like most of the places of defence built in this state during the revolution and the French wars, it was small, and fitted only for resisting such little bands of enemies as used to approach the settlements on this side. The only fortress of consequence which ever existed in any part of the state (except that of Oswego,) was Fort Stanwix, of which particular mention will be made on reaching Rome.

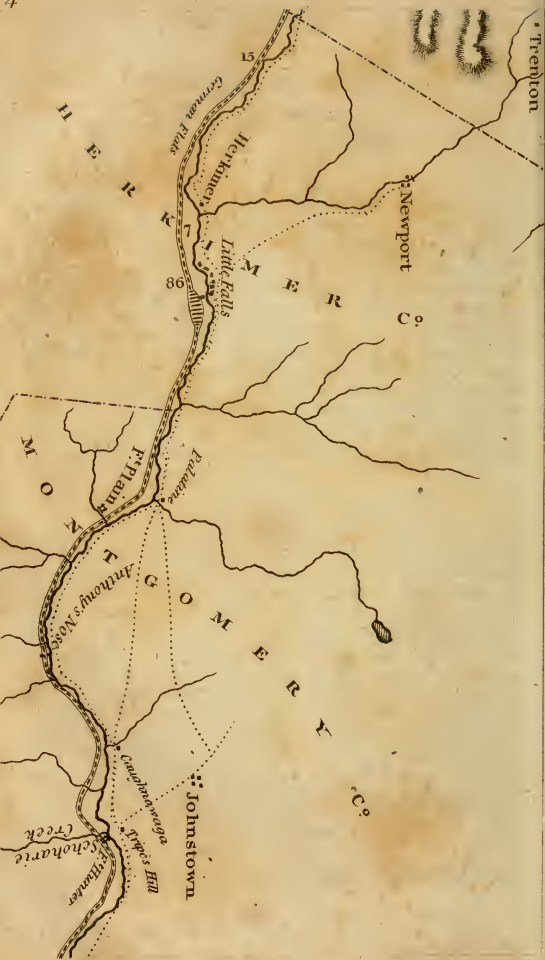
Near this place is the site of an old fort of the Mohawk Indians; and there is still to be seen a chapel built by Queen Anne, near the beginning of the last century for the use of that nation. It is still known by the name of *Queen Anne's Chapel*.

SCHOHARIE CREEK. 1 mile.

Here is a collection of several very interesting works, formed for the convenient passage of boats across a broad and rapid stream. A guard lock preserves the water in the canal from rising or falling, and the current of the creek is set back by a dam a little below, nearly to the same level. The dam is constructed in a manner best calculated to resist the pressure of the current in floods, and when increased by the ice. It has a broad foundation and a narrow top; and it is built so as to present an angle against the middle of the current. An ingenious invention has been devised for drawing boats across the creek by machinery. A wheel turned by a horse moves a rope, which is stretched double across, and is carried round a wheel on the other side; a line attached

* *By the road*, 81 miles. See "*Roads*," at the end of the volume.





to this moves the boats across, they being kept in their course by another line, which slides upon a long rope stretched across the creek on the other side of the boats.

CAUGHNAWAGA, $4\frac{1}{2}$ miles.

The village of *Johnstown* is situated at the distance of 4 miles north of the canal.*

* *Tribe's Hill* is a commanding elevation within the limits of Johnstown. It was formerly the place of the council fire of the Mohawk Indians; and the Gerinans have corrupted its name to "Tripes Hill," by which it is commonly known.

At Johnstown, on the road, are two fine houses, built of stone, standing at the distance of a mile from each other. They were erected by Sir William Johnson and his family, as this tract of country was his residence, and formed a part of his vast and valuable estate. There was originally a third house, similarly built, and at the interval of another mile: but this was consumed by fire. Col. Guy Johnson and Col. John Johnson (sons of Sir William,) inhabited two of them until the revolutionary war; when, having attached themselves to the British interest, they removed into Canada, and their estates were confiscated. Col. John afterwards came down with a party of French and Indians, attacked the town and made prisoners many of his old friends and neighbours.

The third mansion is on the other side of the road, and was

THE RESIDENCE OF SIR WILLIAM JOHNSON,

for several of the last years of his life. This distinguished man, who makes so conspicuous a figure in the history of the state about the time of the French war, was born in Ireland, in 1714, and in 1734 came to America, at the solicitation of his uncle, Sir Peter Warren, who had acquired a large estate here through his wife. Sir William became well acquainted with the Indian language and manners, and acquired a greater influence over them than any other white man ever possessed. He rose from the station of a private soldier to the rank of a General, and commanded at lake George in 1755, although, as will hereafter be seen, the title which he there received, was really merited by Gen. Lyman. July 25, 1759, he took Fort Niagara, and in 1769 went to join Gen. Amherst at Oswego, and assist-

ANTHONY'S NOSE, $7\frac{3}{4}$ miles. This is a high and prominent hill, rising abruptly on the southern bank of the river. On the top is a remarkable cavern, which extends downwards to a great depth, with several apartments of considerable size. This scene is represented in one of the plates; but the view is taken from a little west of the hill. The spot is quite picturesque, and presents a remarkable assemblage of interesting objects: the Mohawk River, winding through a narrow valley, with the turnpike on the north side, the canal and a country road on the south; the whole enclosed by rough and elevated hills.

There is every appearance of a rent in the hills having been made by a strong current of water; and geologists consider them as having originally been a barrier to a great lake, which was thus gradually drained.

CANAJOHARIE CREEK AND VILLAGE, 5 miles. Hence a stage coach two or three times a week to Cherry Valley.

FORT PLAIN, 4 miles. Here is a small village, belonging to a town inhabited by the descendants of Germans. It occupies the site of Old Fort Plain. The German language, much corrupted, is spoken here by every body.

This little fort was surprised by captain Butler in the revolutionary war, on his return from burning Cherry Valley; and here he committed similar atrocities.

Dam on the River, and Feeder for the Canal, 4 miles.

THE MOUTH OF EAST CANADA CREEK, on the opposite side of the Mohawk. Near that place, Capt. Butler met

ed in the capture of Montreal. He died and was buried at his seat, July 7, 1774, at the age of 60, very rich, in consequence of the increased value of his extensive estate after the French war.

This building was erected in 1773, and stands nearly a mile westward from the village. It is called *the Hall*.

The Battle of Johnstown. On the 25th of October 1781, Col. Willet, with 400 white men and 60 of the Oneida tribe, fought 600 English and Indians, on the grounds belonging to the mansion. The loss of the enemy was considerable, and they suffered so much during their retreat, that on their arrival in Canada their numbers were reduced to 220.

a violent death, soon after leaving Fort Plain, on his way back to Oneida Lake and the Oswego. He had crossed the river somewhere below, and while lingering a little in the rear of his troops, was overtaken near the mouth of the creek, by two Oneida Indians, in friendship with the Americans. Seeing them preparing to kill him, he begged for his life ; but they only replied "*Sherry Valley !*" and tomahawked him on the spot.

MOHAWK CASTLE, 2 miles. This was the principal defensive position of that famous nation of Indians, now entirely scattered and lost. As the nearest to the Dutch settlements, and New England, they were long regarded with peculiar solicitude, and frequently with great dread. They were one of the five nations, of which we shall speak more particularly, at Oneida, and were long faithful and serviceable friends to the white men. Here is an old chapel erected for their use.

PALATINE BRIDGE. A little off the canal, at Palatine, is a school for the education of the Deaf and Dumb, established under the patronage of the state, on the plan of that in Hartford, Connecticut. It is the central school for the state of New-York.

GEN. HERKIMER'S RESIDENCE, 2 miles. The country hereabouts presents a varied surface, and increases in interest on approaching Little Falls, which is the most romantic scene on the course of the Erie Canal. On reaching a little meadow surrounded by hills, where the views open upon cultivated fields and a few farm houses, the Mohawk will be found flowing below, on the right ; while on the opposite side, at the foot of the hills and on the verge of the forest that covers them, the great road is seen, after having been lost to the view for a long time. The road, the river, and the canal, are collected again at the head of the valley ; for there is but one passage, and that so narrow as hardly to afford room for them all. This a deep cut through a chain of limestone and granite hills, doubtless torn away in some former age by the force of water. If the chasm were again filled up it would throw the water back, and form an immense lake, such as is supposed to have once existed west of this place, and which, by overflowing its bounds, in process of time wore away the limestone strata, and cut deep into the hard

granite, until a mere river succeeded, and the fine alluvial plains above, called the German Flats, were left dry.

The little valley over which we pass, east of the falls, was therefore of a more recent formation than these, the soil being composed of the particles of disintegrated rock, deposited by the water when it reached a level after its rapid descent. The stranger should, by no means, neglect the view of this place. If he reaches it early or late in a pleasant day, particularly near the rising of the sun, the beauty of the scene will be redoubled. On the north bank of the river, the road climbs along the side of the rocks, where there is barely room for its passage. A great part of the way it is almost overhung by rocks and trees on one side, while on the other is a precipice of granite, cut down by the force of water in perpendicular shafts, originally formed by drills, made by loose stones whirled round by the current. The same appearance extends to the islands and rocks in the channels, many of which appear quite inaccessible, with their ragged and perpendicular sides, overhung by dark evergreens, whose shade seems the more intense from its contrast with the white rapids and cascades below.

In some places the road is protected by immense natural battlements, formed of massy rock, which have been loosened from above, and planted themselves on the brow of the precipice.

On the south side of the river runs the canal, supported by a wall 20 or 30 feet high, constructed at great expense, and rising from the very channel of the Mohawk. The wildness of the surrounding scenery, contrasts no less with the artificial beauty of this noble work, than the violence and tumult of the Mohawk, with the placid and silent surface of the canal, or the calmness and security with which the boats glide along the side of the mountains.

The traveller may step on shore at the two locks, and walk along the tow path, as there are five more locks a mile above. If he wishes to stop a few hours to view the scene more at leisure, the village of Little Falls is only half a mile from that place, where is a large and comfortable inn, with canal boats and stage coaches passing very frequently. If he intends to stay but a few hours,

it is recommended to him to have his baggage left at a little tavern on the canal, where it can be readily transferred to another boat.

The **AQUEDUCT** across the Mohawk is near the 5 locks ; and is considered the most finished specimen of mason work on the line of the canal, though much inferior in size to that over the Genesee at Rochester. It conducts over a supply of water from the old canal, built for boats to pass the falls, and communicates also with a large basin on the north bank. It passes the narrow channel of the river with three beautiful arches, which are covered with a calcareous cement roughened by little stalactites, formed by the water that continually drips through the stones. Stones, twigs of trees, &c. on which the water falls, are soon found incrustated with a similar substance. The channel here shows part of the old lime stone strata, with the more durable granite rocks laid bare below.

This neighbourhood is interesting to the geologist, abounding in organic remains, &c. but the ordinary traveller will be more pleased with specimens of the beautiful little rock-crystals, (quartz,) which are found on the hills about a mile distant from the village. They are perfect in their form, terminating with two pyramids ; and are so loosely imbedded in a sandy rock, as to be washed out by the rains in considerable numbers.

There are mills of various kinds at this place.

On leaving Little Falls, the canal enters upon a beautiful meadow of fine soil, and a smooth surface ; through which the Mohawk winds in a smooth and gentle current, enclosed on each side by sloping hills. At the distance of *three miles*, we are in the level region called the *German Flats*, famous for its fertility. The inhabitants, who are almost all of German extraction, still preserve their language, and many of the customs of their ancestors ; and though often laborious and provident farmers, are little inclined to those improvements in learning or the useful arts, which distinguish so large a portion of the state. The scenes presented along this part of the canal, bear a resemblance to some of the meadows of the Connecticut, although of inferior size, and of more recent settlement.

Six miles from Little Falls is *Lock No. 48*. An old

church is seen on the south side ; and also, old Fort Herkimer.

HERKIMER. This village is situated about a mile and a half beyond, and a mile north of the canal, on a semicircular plain ; the circumference of which is traced by the Mohawk, and the diameter by the great road. It derives its name from Gen. Herkimer, of whom there will be more to say at Rome.

The traveller may take a carriage here, to visit *Trenton Falls*, and join the canal again at Utica ; or go from Utica.

The **LONG LEVEL** begins at Lock No. 53, nearly six miles west of Herkimer. It is the longest reach on the canal without any interruption by locks, extending to Salina, a distance of $69\frac{1}{2}$ miles.

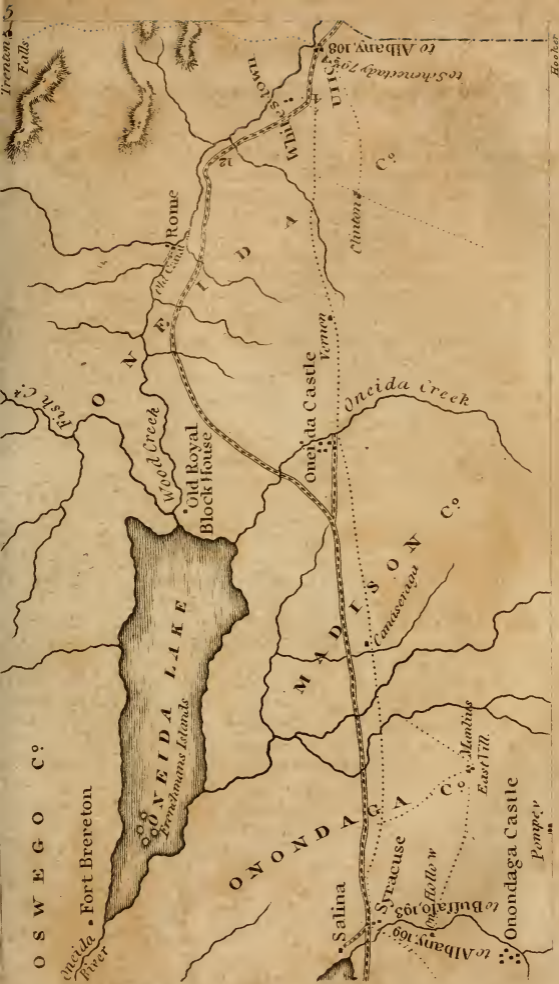
UTICA.

This is one of the largest and most important of the western towns. Here the river, the great road, and the canal, all meet again. There are also roads concentrating here, from various directions, and stage coaches arriving and departing in great numbers. There are two large stage houses ; one of which, at the canal bridge, will be found most convenient, if not too crowded. Travellers, wishing for more retired lodgings, will find them at a large hotel half a mile from the canal.

There are several handsome churches in Utica, and one or more for almost every denomination. The streets are broad, straight, and commodious ; and the principal ones well built with rows of brick stores, or elegant dwelling houses. The bridge over the Mohawk, is at the end of the street. There were, in 1825, 5040 inhabitants : a few less than in Rochester. (*Weigh-Lock*, See p. 53.)

HAMILTON COLLEGE

Is situated near the village of Clinton, 9 miles from Utica. It contained 107 students in 1825.





TRENTON FALLS.

This most interesting object is well worthy the attention of every person of taste, being justly considered one of the finest natural scenes in this part of the country. It will be necessary to get a horse or carriage at Utica, as no stage coach runs that way; and to set off in the morning, as the whole day is not too long for the excursion. Guide posts have been recently erected along the road, so that strangers will find the way without difficulty. An excellent inn is kept near the falls by Mr. Sherman, who has a large collection of rare and interesting petrifactions collected among the rocks, well worthy of examination.

From this house you descend a long stair case down the steep bank of the West Canada Creek, which has cut a frightful chasm through a rocky range, in some places 150 feet deep, and is seen gliding swiftly by through a declining channel below. The chasm continues for four miles, and presents the most interesting variety of cascades and rapids, boiling pools and eddies, that can easily be imagined. The passage or chasm between the rocks is every where very narrow, and in some places barely of sufficient breadth to permit the stream to pass; while the rocks rise perpendicularly on each side, or sometimes even project a considerable distance over head, so that it has been often necessary to form an artificial path by means of gun powder. These places appear dangerous, but only require a little caution and presence of mind to ensure the safety of the visiter, as strong iron chains are fixed into the rock to offer him security. There are four principal cataracts, between the stair case by which you first descend, and the usual limit of an excursion, which is about a mile and a quarter up the stream. The first of these you discover soon after the first turning, and is about 40 feet high; with the greatest fall towards the west. The top of the rock on the right side is 150 feet high by line measurement. The second is a regular fall, much like a mill dam, about 8 feet high; the third, a remarkably striking and beautiful one, is 35 feet, and the fourth rather a succession of cascades, but presents many most agreeable varieties.

About a mile and a quarter from the house, is a small building lately erected for the supply of refreshments.

A singular species of tree is found in this neighbourhood, called the white cedar, with drooping branches, which often grow to such a length as to descend far below the root, in stooping towards the water.

The rocks here are all a dark lime stone, of a very slaty structure, and contain astonishing quantities of petrified marine shells and other animals of an antediluvian date, such as Dilobites, Trilobites, &c. &c.

There are several other cataracts besides those already mentioned, both above and below ; and a stranger might spend some time here very agreeably in observing them at leisure, and in catching the fine trout with which the creek abounds. The house is commodious, and has the reputation of furnishing one of the best tables in this part of the state.

FROM UTICA TO SYRACUSE,

By the Canal, 63 $\frac{3}{4}$ miles.

Whitestown,.....	4 miles.
Oriskany village,.....	7
Rome, on the right,.....	8
Feeder from Wood Creek, and the old U. S.	
Arsenal,.....	1
Oneida Creek,.....	14
Lock 54, end of the long level,.....	29
Syracuse,.....	— $\frac{3}{4}$

These places are noticed in succession.

Whitestown is one of the most beautiful villages in this part of the state, as well as the oldest settlement. All this tract of country was a perfect wilderness in 1785, when Mr. White from Middletown, in Connecticut, first took up his abode here and lifted an axe against the forest. The traveller may keep this in mind as he pursues his journey, and the progress of civilization will appear the more astonishing.

SIEGE OF FORT STANWIX.

On the road from Whitestown to Rome, is the spot where Gen. Herkimer sat down under a tree, after receiving his mortal wound. In 1777, Gen. Burgoyne sent between 15 and 1800 men, part savages, under Baron St. Leger, to go from Montreal, by Lake Ontario, to attack Fort Stanwix; and then to go down the Mohawk to Albany. Early in August they arrived at Fort Stanwix. Gen. Herkimer, commander of the militia of Tryon county, was sent against them with 800 men. His men insisted on going on, to meet a detachment under Sir J. Johnson, sent out by St. Leger; but at the first shot they fled. A few remained and fought, and Gen. H. was killed. Congress voted a monument to his memory, but it has never been erected. The Americans lost 160 killed, and 240 wounded and prisoners. Two miles below Fort Stanwix the canal commences between the Mohawk and Wood Creek; so that Rome separates the waters of the Hudson and the St. Lawrence.

Fort Stanwix stood 60 or 80 rods N. E. of the centre of the village of Rome, with a deep ditch, three rows of palisades, and a block house in the middle. It was defended against St. Leger, by Col. Ganzevoort. Lieut. Colonel Willet drove him off by a sortie, and plundered the camp. He was intercepted on his return, but cut his way through, and returned without the loss of a man. When Sir J. Johnson returned from the battle with Gen. Herkimer, the fortress was summoned, but refused to surrender; and Col. Willet and Lieut. Stockton left the fort to inform the people towards Albany, of its situation. They crept through the enemy's camp, and got to Gen. Schuyler's head quarters at Stillwater. Gen. Arnold volunteered to relieve it. He frightened the besiegers by means of two emissaries, an Indian and a white man, who told such stories of the force of the Americans, that they left their baggage and fled precipitately to Oneida Lake.

ONEIDA CASTLE.

This is a village on the confines of a tract of reserved land belonging to the Indians of the Oneida nation. The

principal residences of most of the Indians in this part of the country were formerly fortified in a manner corresponding with their ideas of warfare, and hence the name of castle attached to this village, as well as to several others we may have occasion to speak of further on.

The Oneidas were one of the original Five Nations, which form so conspicuous a figure in the history of this state. The best and most interesting account of them will be found in Colden's history, to which valuable work, the curious reader is referred. They formerly resided, says that author, on the shores of the St. Lawrence, near where Montreal now stands; but being driven from their country by the Adirondacks, a powerful and warlike nation, wandered towards the south-west, and settled along the lakes of New-York, where they now live. This occurred before the arrival of any Europeans in this part of the continent; and when the French came to Quebec, in 1603, they held their present abode. On the St. Lawrence they had been cultivators of the ground, but after their expulsion they turned their attention to warlike deeds with so much success, that they finally triumphed over their enemies the Adirondacks, and almost exterminated them. Their power and influence, at the time of the settlement of New-York and New-England, were extended far and wide. They held the Delawares in subjection in Pennsylvania and Delaware; the Cherokees in S. Carolina sought their friendship; and all the country between the Hudson and Connecticut rivers was tributary to them. They must have been at that time extremely numerous. But since then their decrease has been great; for besides the losses they have sustained in wars, and the diseases brought upon them by civilized vices, many of their young men have left their native country to go and join the tribes who still preserve some portion of their original habits and independence; and there are supposed to be only 8000 now in this state. Some of the nations, however, are said to be gradually increasing, under all their disadvantages. The United States have furnished sums of money for their instruction in learning and useful arts; as they do to other Indian tribes in our territory.

A mile east of Oneida Creek, and by the road side, is the ancient

COUNCIL GROVE,

Where all the public business of the nation has been, for many years, transacted. It is formed of 27 fine butternut trees, which, in the summer season, from a little distance, present a beautiful and regular mass of verdure. It was carefully fenced in, until within a few years, and kept clear of all brush, fallen limbs, and other obstructions, but has now become a mere thoroughfare. Towards the south-east from this place is seen the Episcopal church, a building recently erected for the use of the Indians. Great numbers of the white persons from the neighbourhood also attend service at this house, as well as in the other church, which is supplied with preachers by the Foreign Missionary Society.

In the scattering village about half a mile beyond, there are several decent and comfortable frame houses inhabited by Indian families, whose habits have risen to a higher grade than most of the nation, although many of them are gradually improving, by betaking themselves to agriculture. A handsome school-house has been erected at the same place, the frame of which was made and raised under the direction of a young Indian, from what he had learnt by watching the progress of the builders employed several years before on his brother's house hard by. This instance alone is more conclusive of the Indian mental capacity for acquiring useful arts, than all the reasoning to the contrary their enemies have ever advanced.

The scholars are to be taught the rudiments of learning, under a master and mistress, and also the useful arts.

The Oneida nation derived their name from a white stone on a hill five miles southerly from this place, to which they long paid a superstitious worship. The word "*Oneida*," in their curious and wonderful language, signifies *a stone on a high hill*. Many of them were idolaters until within a short time; but a few years ago the nation renounced their ancient superstitious rites, and declared in favour of Christianity.

BROTHERTOWN AND NEW-STOCKBRIDGE

Are two villages, a few miles south-easterly from here, situated on part of the old Oneida reservation, but granted to some of their scattered Indian brethren from Pennsylvania and New-England. New-Stockbridge, until recently, was the residence of the Stockbridge tribe, who came by an invitation from the Oneidas some years ago. They had Christian ministers among them long before they removed from Stockbridge in Massachusetts.

Most of them now reside at Green Bay, on land given them by the Menominies, a nation with whom they are on the most friendly terms; and are adopting, to a good extent, the arts of civilized life. They have invited the Oneidas to join them.

The Brothertown Indians have been collected from all the remnants of tribes in New-England and Long Island, and practise comparatively few of the Indian customs.

SYRACUSE.

This place is no less remarkable for the rapidity of its growth, than for the peculiar advantages of its situation. The great Salt Spring is only a mile and a half distant, and the water is brought in hollow logs to the salt vats, in great abundance, and at a very trifling expense. These vats will be seen at the western side of the village, and are well worthy of a day's delay, as well as the works at Salina, Liverpool, and Geddesburgh. The vats are large pans made of wood, three or four inches deep, raised a little from the ground, and placed in long ranges, with a very gradual descent, to permit the salt water to flow slowly along from one end to the other. Each range of vats is supplied by a hollow log placed perpendicularly in the ground; and the constant action of the sun evaporates the water, and leaves the salt to be deposited in small cubical crystals at the bottom. The water is at first a little thick, but gradually deposits its impurities; and the lower vats always show a beautiful white crust, like the purest snow.

Light wooden roofs are kept ready to slide over the vats

when the weather requires it ; and the salt is taken out once in two or three days, to be deposited in the store houses, which are built at regular distances.

Thence it is easily removed to the canal, and then is ready for transportation to any part of the country.

It is scarcely four years since the town may be properly said to have been begun. In 1823, there were about 100 houses, and the number was doubled in 1824. In 1825, the inhabitants amounted to 1000 ; and those of the township to 3025. There were then three churches in the village ; and 736,632 bushels of salt were manufactured here in that year. In the autumn of the year 1824, the salt vats covered 60 acres, and about 140 acres more had been cleared from the surrounding forest, for the purpose of extending the works, under the direction of a company whose enterprise, seconded by the formation of the canal, is likely to prove of great and permanent advantage to the country as well as to themselves. Under the same encouraging prospects, the village has acquired its sudden growth and importance ; large blocks of stores have been built on both sides of the canal, two or three large inns and stage houses are ready for the accommodation of travellers, and a good deal of trade is carried on in this place. Improvements are still going on rapidly, and it is difficult to foretell where they will stop.

The OSWEGO CANAL, which has been commenced, will join the Erie canal at this place, and open a direct communication with Lake Ontario. Apprehensions, however, have been entertained, lest this work should draw off a great deal of the transportation from the west, through the Welland Canal, as the tolls will be much less on the latter route.

By a recent survey, a canal from Syracuse through Homer to Binghampton, on the Susquehannah, has been pronounced practicable. *Syracuse Weigh-Lock*, (See p. 53.)

SALINA

Is situated a mile and a half north from this place, and should not be passed by unnoticed. A small but convenient little packet boat is continually plying between the two places, drawn by a single horse, and passes by many

salt manufactories, built and building on both sides of the canal. The mode of evaporation generally adopted here, is that of boiling; and a brief description will convey a clear idea of the process. Each building contains sixteen or eighteen large iron kettles, which are placed in two rows, forming what is called "a block." They stand about three feet higher than the floor; and under them is a large furnace, which is heated with pine wood, and requires constant attention to keep the water always boiling. The water is drawn from a large reservoir at one end of the building, after having been allowed to stand awhile and deposit the impurities it has brought along with it. A hollow log, with a pump at one end, and furnished with openings against the kettles, is the only machine used in filling them. The first deposit made by the water after the boiling commences, is a compound of several substances, and is thrown away, under the name of "Bittern;" but the pure white salt, which soon after makes its appearance, is carefully removed, and placed in a store room just at hand, ready for barrelling and the market.

As the number of manufactories of this description is almost daily increasing, it would be useless to attempt an estimate of the quantity of salt they produce altogether. Separately, however, each yields about 40 bushels a day, and in 1824, the different buildings were supposed to amount to nearly forty.

There are two large manufactories here, where salt is made in reservoirs of an immense size, and evaporated by hot air passing through them in large pipes. The process is slow, but seems to promise well. The reservoir of the principal one contains no less than 40,000 gallons. The pipe is supplied with heat by a furnace below, and the salt is formed in large loose masses, resembling half-thawed ice. The process has the advantage of not wasting heat in raising steam. The crystallization also is different from that produced by the other modes, at least in secondary forms.

The Village of SALINA is of considerable size and a flourishing appearance, considering the shortness of the time since it began to be built, and the serious obstacles it has had to encounter in the unhealthiness of its situation. In 1825 it contained 1000 inhabitants; the village of

Geddes, 520 ; and Liverpool, 375. The extensive marshes which bound it on the west are extremely unwholesome during the warmer seasons of the year, and the whole neighbourhood is more or less infected with the fever and ague : that terrible scourge, which has retarded so much the settlement of many parts of this western country. Since the marshes have been partially cleared and drained, the disease has been greatly diminished ; and it is hoped that time and industry will reduce its ravages still further, if not entirely eradicate it.

The branch canal which runs through this village, is applied to other valuable purposes beside those of transportation. A sluice which draws off a portion of the water towards the marshes and the lake, is made to turn several mill wheels in its course. A forcing pump raises the water of the salt spring destined to supply the manufactories here and at Syracuse ; and a large open frame building shows the spot from which all the kettles and the pans of both these places derive their supplies : that for the latter being elevated to the height of 70 feet, and the pump being able to raise 120,000 gallons in 24 hours.

The *Salt Spring* itself will be viewed as a curiosity, but in its present state presents no very remarkable appearance, as there is little commotion visible on the surface, and the source would seem by no means equal to the great draughts which are continually made upon it.

The *Lake* will be seen at the distance of about a mile. It is 6 miles long and two broad, and must receive a considerable quantity of salt water from the draining of the marshes, as its banks are covered with saline plants. The valley is surrounded by lime-stone hills with petrifications, and gypsum is found in great quantities.

"*The American Salt Formation*," says Dr. Van Rensselaer in his 'Essay,' "extends over the continent from the Alleghanies to the Pacific, between 31° and 45° N. Lat. In this immense tract, rock salt has been occasionally found ; but its locality is more generally pointed out by brine springs." The salt springs in this state are in the counties of Onondaga, Cayuga, Seneca, Ontario, Niagara, Genesee, Tompkins, Wayne, and Oneida, but this is the most valuable on various accounts. During the year end-

ing Aug. 1823, 606,463 bushels were manufactured here. In 1800 there were only 42,754.

45 gallons of water make a bushel of salt. At Nantucket 350 gallons of sea water are required.

The following approximated analysis of the water of this spring is given by Dr. Noyes of Hamilton College. 40 gallons, or 355 lbs. contain 56 lbs. of saline extract.

Pure Muriate of Soda,	51 lb. —oz.
Carb. Lime, coloured by oxyde of iron,	— 6½
Sulph. Lime	2 4
Muriate Lime,	1 12½
and probably muriate magnesia, and sulph. soda.	

FROM SYRACUSE TO ROCHESTER.

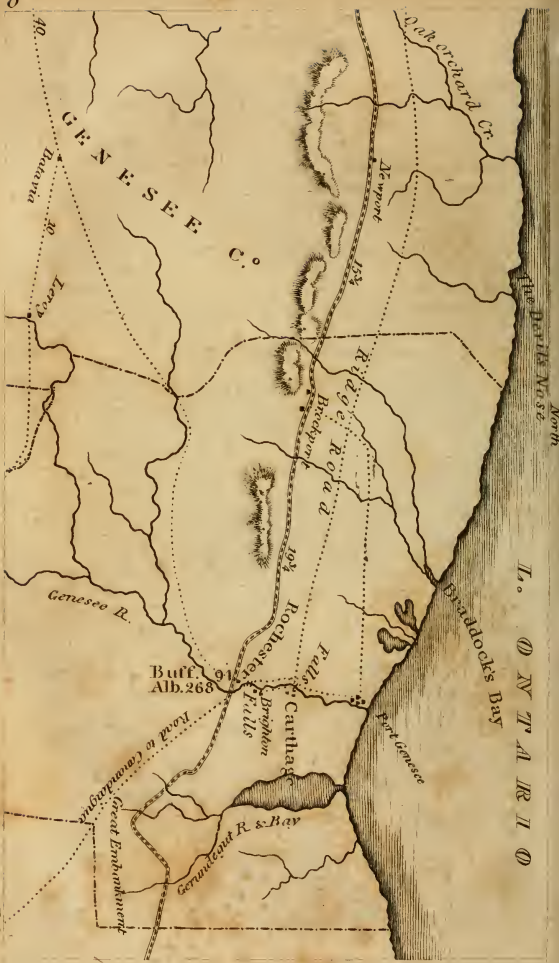
As the traveller is supposed to go to Rochester by the canal, the description of places on the Turnpike is omitted until we reach that part of the country on the return from Buffalo.

By the canal, 99 miles. Weed's Basin 26 m.—A coach to Auburn, 8 m. for 50 cents. 11 m. Montezuma Salt Works. Here begin the Cayuga Marshes. The canal across the marshes was constructed at a vast expense. 35 m. Palmyra. Coach to Canandaigua, 13 m. for 75 cents. The Great Embankment, 72 feet high, extending 2 m.

ANTIQUITIES. In the towns of Onondaga, Camillus, and Pompey, are the remains of ancient towns and forts, of which a description will be found in Yates and Moulton's new History of the State, vol. I. p. 13. In Pompey the form of a triangular enclosure is visible, with the remains of something like circular or elliptical forts at the corners, 8 miles apart, the whole including more than 500 acres. De Witt Clinton, the present Governor of this state, in his memoir, read in 1817, before the Lit. and Phil. Society, thinks the place was stormed on the north line. See also North American Review.

In Camillus is an elliptical fort on a high hill, three acres in extent, with a covered way, 10 rods long, to a spring on the west, and a gate towards the east. Another is on a less elevation half a mile off, and half as large. Sculls, pottery, and bits of brick used to be picked up in these places. (There is a bed of Coal in Onondaga.)





ROCHESTER

Is the largest and most flourishing place in this part of the state, being indeed the fourth in the state in point of numbers, the township containing in 1825, 5271; next to Troy. It has several good inns, one of the best of which is the "Coffee House," near the canal bridge. It is situated on the west side of the Genesee river, at the upper falls, where it is crossed by the canal; and is consequently destined to be the place of receiving goods passing up or down the river; and at the same time enjoys the finest advantages for water mills of all kinds, from the convenient and abundant supply obtained from the falls.

Rochester now exceeds Utica in population. The following statement of its growth and present condition is copied from the Rochester Telegraph.

Rochester was first surveyed into lots in the year 1811, and the first settlement made in 1812. During the war the increase was slow, and it was not until the latter part of the year 1814, that any considerable addition was made to the number of inhabitants. From that period to the present, the increase has been constantly progressing. In September, 1818, the village contained 1049 inhabitants; in August, 1820, 1502; in September, 1822, 3130, (which included labourers on the public works; the permanent population at that time was estimated at about 2700.) In 1824, 4274; and in 1825, 5271.

The proposed canal from Genesee river to Olean on the Alleghany, would be about 110 miles long, and cost, as is estimated, about \$1,320,000. It would open a valuable trade with the upper valley of the Ohio, and much increase the value of land.

Sulphur Springs, Bathing, &c.—A Bathing House has been erected at the Sulphur Springs, in Buffalo-street, with accommodations for ladies as well as gentlemen, where baths may be had of sulphur, alkaline, and fresh water, warm or cold.

There is an eye and ear infirmary, 1 bank, 6 meeting houses for Episcopalians, Presbyterians, Methodists, Friends, and Catholics, a court house, jail, &c.

The AQUEDUCT over the Genesee is one of the finest works on the course of the canal, and is no less remark-

able for its usefulness than for its architectural beauty and strength. It is borne across the river's channel, on ten arches of hewn stone. The river dashes rapidly along beneath, while boats, with goods and passengers, glide safely by above.

A feeder enters the canal on the east side of the river, where a sluice is also constructed for the supply of the numerous manufactories built and building on the bank. Another sluice is also dug on the west side, where many other mills are to be seen. The Basin is large and convenient; and the appearance of business, which is observed about it, sufficiently shows the importance the place has already acquired. The streets of the town are handsomely and regularly laid out, and several of them are very well built with store and dwelling houses of brick and stone, and well flagged on the side-walks. Two fine churches are just completed on a small public square, near the court house, which is itself a neat building of hewn stone. One of the churches belongs to the Presbyterians, and the other to the Episcopalians; and the style and size of both show the rapidity of the increase of inhabitants, while they reflect much credit on the good habits of the people.

FALLS. There is a fall in the Genesee of about 90 feet, near the northern extremity of the town; and a still finer one at Carthage, which, with the truly impressive scenery of the banks, is worthy of particular attention. To vary the ride, it is recommended to the stranger to go down on one side of the river, and after viewing the cataract, cross the bridge a little above, and return on the other.

The **LAKE ONTARIO Steam Boat** touches at Port Genesee, at the mouth of the river, on its way to **NIAGARA** and to **Ogdensburgh**—the route to **MONTREAL**.

CARTHAGE. The fall here is very sudden, though not in a single precipice. The descent is 70 feet in a few yards. The cataract has evidently been retiring for ages, as the deep gulf below the falls, with its high, perpendicular and ragged banks, is sufficient testimony; and the seclusion of the place, the solemn and sublime effect of the scenery, redoubled by the roaring of the cataract, combine to render it one of the most impressive scenes in this part of the country. The breadth allowed for the river is barely sufficient for its passage, being marked out by

the tremendous precipices above, and frequently much encroached upon by the heaps of stones which crumble away from their sides. The precipices are perfect walls of secondary rocks, presenting their natural stratification, and descending from the surrounding level, to a depth of about two hundred feet. A singular vein of whitish stone will be observed, cutting them horizontally, and disappearing at the brink of the falls, which it appears to have kept at their present position: its superior hardness, evidently resisting the action of the water for a much longer time; and probably rendering the descent more perpendicular than it would otherwise be. The rocks are overhung with thick forest trees, which, in some places, have been able to find a narrow footing along the sides.

One of the boldest single fabrics that art has ever successfully attempted in this country, now shows a few of its remains in this place. The two great piles of timber which stand opposite each other on the narrow level, where once the river flowed, are the abutments of a bridge thrown over a few years ago. It was 400 feet in length, and 250 above the water; but stood only a short time, and then fell with a tremendous crash, by its own weight. Fortunately no person was crossing it at the time—a lady and gentleman had just before passed, and safely reached the other side.

On account of the obstructions at the falls, navigation is entirely interrupted here; and all the communication between the banks of the Genesee, as well as the canal, and Lake Ontario is through Carthage. Merchandise is raised up the bank, or lowered down, by means of an inclined plane, very steep, where the descending weight is made to raise a lighter one by its superior gravity.

ROAD FROM ROCHESTER TO NIAGARA FALLS, 87 miles.

To Carthage Falls.....	2	To Sandy Creek.....	7
Parma.....	9	Gaines.....	8
Clarkson.....	7	Oak Orchard.....	7
Hartland.....	14	Cambria.....	11
(hence a wagon takes pas- sengers to Lockport, 7 m.)		Lewiston.....	15
		Niagara Falls.....	7

The principal objects on this road, are the Ridge, Lewiston, on Niagara River, and the Tuscarora Village. Niagara Village will be seen if you do not cross into Canada at Lewiston: and Queenston if you do. Lockport may also be seen by leaving the stage road at Hartland, 54 miles from Rochester, where a wagon awaits the arrival of the coach, to take travellers to Lockport, 7 miles. It will be proper, however, to pay your passage only to this place, if you determine to stop here. The stage coach stops at Lewiston for the night.

Instead of going by land from Rochester, it may be more convenient to take passage in the canal boat to Lockport; and thence go to Hartland to meet the stage coach.

The RIDGE is a remarkable elevation, of little height, and for the most part, very narrow, extending a great part of the distance from Rochester to Lewiston. It is often perfectly level for several miles, and affords an admirable foundation for a road, and the stage road has, in consequence, been laid along its top. The manner in which this singular elevation could have been made, has excited the speculations of many curious observers of nature, and been explained in different ways. Some have imagined that the ridge was, at some long past period, the shore of Lake Ontario, and was thrown up by its waves. The country between it and the lake, is so level as to render it very probable that the water has once overflowed it; but it is extremely difficult to understand how the waves could have managed to barricade themselves out of a tract of country. It therefore seems more rational to adopt another theory: that the lake was formerly still more extensive than is here supposed, and overflowed the land some distance southward of this place, when a current might easily have produced a bar parallel to the shore, which, when left dry, might present the form of the ridge.

The progress of improvement along this part of the road, is very rapid and flattering. The ground presents a slope on each side of the path, peculiarly well adapted for home lots, gardens, and orchards; and the frequency and facility of transportation give the inhabitants very manifest advantages. Some well built, and even hand-



ONTARIO

LAKES

20 Mile Cr.

12 Mile Creek

Welland Canal

Niagara Falls

Chippewa R.

Chippewa

Grand Island

Lockport

Tuscarora Reservation

Leviston

Ft. Niagara

Queenston

Georgie

Niagara River

Willamette

Salt Works

TONAWANDA CREEK

COUNTY

NIAGARA

20 Mile Cr.

12 Mile Creek

Welland Canal

Niagara Falls

Chippewa R.

Chippewa

Grand Island

Lockport

Tuscarora Reservation

Leviston

Ft. Niagara

Queenston

Georgie

Niagara River

Willamette

Salt Works

TONAWANDA CREEK

COUNTY

NIAGARA

some houses will be observed, which are still few indeed, but show that a good style has actually been introduced.

LOCKPORT is one of the most advantageous sites for machinery on the canal, as all the water passes down the mountain ridge, which the canal requires, for an extent of 135 miles. It is brought down by passing round the double locks, and falls 55 feet into a large natural basin, where two ranges of overshot wheels may be built, each at least 25 feet in diameter. A little water is sufficient to turn wheels of this description. The rocks are blasted out to a depth of 60 feet.

Within 5 or 6 years, the spot has been changed from a wilderness to a village of 3 or 400 houses, and about 1400 inhabitants.

It is 65 miles to Rochester, and 27 to Buffalo.

MINERALS. The rocky stratum is a carbonate of lime, containing organic remains : encrinites, enthocites, &c. &c. crystals of carb. lime of various forms ; rhomboidal, dog-tooth spar, 12 sided ; fluat of lime ; beautiful crystals of sulphate of lime, sometimes enclosing the preceding ; sulph. of strontian, earthy, or in long, flat, bluish crystals ; pyrites ; sulphuret of zinc ; sulphuret of lead. Collections of minerals may be purchased here.

The TUSCARORA RESERVATION is an oblong tract of land reaching within a mile of Lewiston. This nation of Indians are particularly worthy the notice of the traveller, on account of the advances they have made in the arts and habits of civilized life. They emigrated from North Carolina near the beginning of the last century, at an invitation from the Five Nations, and were admitted on equal terms into their confederacy, which has since received the name of the Six Nations. They have had a clergyman settled among them for many years, and christianity has been voluntarily adopted by them. Their village has a flourishing appearance, with some handsome and well-cultivated farms, and a house built for public worship. They amount to about 250 individuals, and preserve, in some degree, the Indian fashions in their dress, although the materials are cloth, &c. Strangers may here obtain moccasins and other neat articles of Indian manufacture.

HINTS TO THE TRAVELLER AT LEWISTON.

It will be the intention of many strangers who arrive at this place, to devote several days to viewing the Falls of Niagara, the battle grounds in the vicinity, and perhaps in making short excursions in different directions. To those who have leisure, such a course may well be recommended; and it may be almost a matter of indifference whether they first visit the American or the British side. The public accommodations are excellent at both places, and the river may be safely crossed at any hour of the day, by a ferry, at the expense of about half a dollar, including the transportation of luggage down and up the steep banks. A plan has been formed, for cutting a convenient carriage road to the water on each side, which will be a great improvement. A stair case is erected near the falls, on the British as well as the American side, to furnish a convenient mode of descending to the foot of the cataract, where the charge is 25 cents for each person. During the pleasant seasons of the year, both places are the resort of great throngs of visitors. Stage coaches also pass up and down on both sides every day at equal rates.

To such, however, as have but a short time to spend in this neighbourhood, it may be strongly recommended to cross the river here and proceed directly to the British falls. The cataract on that side is higher, broader, more unbroken, and universally acknowledged by far the noblest part of the scene. The visiter may indeed see it from the American side, but the view from *Table Rock* is the noblest of all, and ought by no means to be neglected. The finest view from the level of the water below is also afforded on the west side.

There is a *stage coach* which runs daily from Lewiston to Buffalo, on each side of the river.

THE FALLS OF NIAGARA—from the *American side*.

The INN or HOTEL is a large building, and very well kept and commodious.

The height of the fall on this side is 160 feet perpendi-

cular, but somewhat broken in several places by the projecting rocks. It extends 300 yards to a rock which interrupts it on the brow of the precipice. A narrow sheet appears beyond it, and then comes Goat Island, with a mural precipice. Between this and the other shore is the Grand Crescent, for which see a few pages beyond. There is a bridge to the island, which commands many fine views of the falls.

There is a ferry at Lewiston, which is about half a mile across; but the current is strong on this side, and the eddy sets up with such force on the other, that a boat moves more than double that distance in going over. The passage is not dangerous, although the water is much agitated by counter currents and changing whirlpools; for the ferrymen are taught by their experience to manage the boat with care, and not only to take advantage of the currents, but to avoid all the rough places, ripples, and whirlpools. The banks here have an appearance very wild and striking; and the stranger immediately notices the remains of former levels high up the sides of the rocks, which prove, however incredible it may at first appear, that the river once poured along at the height of about two hundred feet above its present surface.

The rocks are a dark red sand stone, with thin strata of a more clayey character and a lighter colour, occurring every few feet.

Niagara is about seven miles further up the stream, so that the stranger will strain his eyes in vain to discover from this place that great object of his wishes.

QUEENSTON, on the Canada side of the river, is a small town, uninteresting except so far as regards its natural situation, and some martial events of which it has been the theatre.

THE BATTLE OF QUEENSTON.

During the last war between the United States and Great Britain, in 1812, while Gen. Van Rensselaer was stationed at Lewiston, he formed the bold design of taking Queenston; and in spite of the difficulty of ascending the steep banks, and the fortifications which had been thrown up for its defence, before day-light in the morning

of October 13th, he embarked his troops at the ferry and passed over the river under cover of a battery. As the accessible points on the coast were strictly watched, and defended by batteries of some strength, the place selected for the attack was the lofty and precipitous bank just above. Two or three small batteries had been erected on the brow, the remains of which are still visible; but this did not discourage the undertaking. The landing was effected, and in spite of the difficulty of the ascent, the heights were surmounted, and the Americans commenced a brisk action on the summit. Gen. Brock, who was at a distance, hearing the guns, hastened to the spot; but under a tree near the precipice was killed by a chance shot. The Americans remained in possession of the heights a few hours, but were then obliged to recross the river.

THE MONUMENT TO GENERAL BROCK

Was raised by the British government in the year 1824; and the remains of Gen. Brock have since been deposited there. Its height is about 115 feet; and the view from the top is very fine and extensive, the base being 350 feet above the river. In clear weather the eye embraces not only the river below, and the towns of Lewiston and Queenston, but those of Newark and Fort Niagara, at the entrance of Lake Ontario, part of the route of the Welland Canal, a vast level tract of country covered with a uniform forest, and the horizon formed by the distant lake itself.

The monument is built of a coarse gray limestone, of which the hill is formed, and contains some shells and other organic remains. The old park for artillery and the marks of various works, will be observed in different parts of the heights. (For the *Welland Canal*, see page 91.)

From Queenston to Niagara Falls is 7 miles, over a level, sandy road.

THE SEAT OF SIR PEREGRINE MAITLAND, 4 miles, is a handsome edifice near the road. It was once the residence of the Duke of Richmond.

ANCIENT TUMULI. Near Sir P. Maitland's is a range of rising ground, which overlooks the country and lake for a great distance. Near the top a quantity of human

bones were recently discovered by the blowing down of an old tree. A great number of skeletons were found on digging, with Indian beads, pipes, &c. and some conch-shells shaped apparently for musical instruments, placed under several of the heads. Other perforated shells were found, which are said to be known only on the west coast of the continent within the Tropics. There were also found brass or copper utensils, &c. and the ground looks as if it had been defended with a palisade.

The WHIRLPOOL, sometimes called the Devil's Hole, cannot be seen without leaving the road and going to the bank. The rocks are about 300 feet above the water; and during the late war 50 Americans were driven off by a party of Indians, in the night, mistaking the trees for the verge of a wood. One was saved by falling into a cedar.

A leisurely walk the whole distance, near the river, may please the admirer of nature; as the high and rocky cliffs which form the banks on both sides present a continued succession of striking scenes.

Although the surface of the ground frequently indicates the passage of water in some long past period, the whole road is much elevated above the river, and owing to this circumstance the traveller is disappointed at not getting a sight of the cataract from a distance, as it remains concealed by the banks, until he has approached very near. It frequently happens also, that the roar of the cataract is not perceived before reaching the inn, for the intervening bank intercepts the sound so much in that direction, that the noise of the wheels is sometimes sufficient to drown it entirely. Yet, strange as it may appear, the inhabitants declare, that at the same time it may very probably be heard on the shore of Lake Ontario.

THE FALLS OF NIAGARA—from the *British side*.

There are two large **INNS** or **HOTELS** on the Canadian side of the river, both situated as near the falls as could be desired. That kept by Mr. Forsyth stands on what ought strictly to be called the *upper bank*, for that elevation appears to have once formed the river's shore. This is the larger house; the galleries and windows in the rear

command a fine view of the cataract, although not an entire one, and overlook the rapids and river for several miles above. The other house is also commodious, and commands the same scene from a different point of view.

Following a foot path through the pasture behind Forsyth's, the stranger soon finds himself on the steep brow of the *second bank*, and the mighty cataract of Niagara suddenly opens beneath him. A path leads away to the left, down the bank, to the verge of the cataract; and another to the right, which offers a drier walk, and presents a more agreeable and varied scene.

The surface of the rocks is so perfectly flat near the falls, and the water descends so considerably over the rapids just before it reaches the precipice, that it seems a wonder that the place where you stand is not overflowed. Probably the water is restrained only by the direction of the current, as a little lateral pressure would be sufficient to flood the elevated level beside it, where, there can be no question, the course of the river once lay.

TABLE ROCK is a projection a few yards from the cataract, which commands a fine view of this magnificent scene. Indeed it is usually considered *the finest* point of view. The height of the fall on this side is 174 feet perpendicular; and this height the vast sheet of foam preserves unbroken, quite round the Grand Crescent, a distance, it is estimated, of 700 yards. Goat Island divides the cataract, and just beyond it stands an isolated rock. The fall on the American side is neither so high, so wide, nor so unbroken; yet, if compared with any thing else but the Crescent, would be regarded with emotions of indescribable sublimity. The breadth is 900 feet, the height 160, and about two-thirds the distance to the bottom the sheet is broken by projecting rocks. A bridge built from the American side connects Goat Island and the main land, though invisible from this spot; and the inn on the same side, in Niagara, is seen a little way from the river.

It may be recommended to the traveller to visit this place as often as he can, and to view it from every neighbouring point; as every change of light exhibits it under a different and interesting aspect. The rainbows are to be seen, from this side, only in the afternoon; but at that

time the clouds of mist, which are continually rising from the gulf below, often present them in the utmost beauty.

Dr. Dwight gives the following estimates, in his *Travels*, of the quantity of water which passes the cataract of Niagara. The river at the ferry is 7 furlongs wide, and on an average 25 feet deep. The current probably runs six miles an hour; but supposing it to be only 5 miles, the quantity that passes the falls in an hour, is more than 85 millions of tons Avoirdupois; if we suppose it to be 6, it will be more than 102 millions; and in a day would be 2400 millions of tons. The noise is sometimes heard at York, 50 miles.

THE RAPIDS

begin about half a mile above the cataract; and, although the breadth of the river might at first make them appear of little importance, a nearer inspection will convince the stranger of their actual size, and the terrific danger of the passage. The inhabitants of the neighbourhood regard it as certain death to get once involved in them; and that not merely because all escape from the cataract would be hopeless, but because the violent force of the water among the rocks in the channel, would instantly dash the bones of a man in pieces. Instances are on record of persons being carried down by the stream; indeed, there was an instance of two men carried over in March last; but no one is known to have ever survived. Indeed, it is very rare that the bodies are found; as the depth of the gulf below the cataract, and the tumultuous agitation of the eddies, whirlpools, and counter currents, render it difficult for any thing once sunk to rise again; while the general course of the water is so rapid, that it is soon hurried far down the stream. The large logs which are brought down in great numbers during the spring, bear sufficient testimony to these remarks. Wild ducks, geese, &c. are frequently precipitated over the cataract, and generally reappear either dead or with their legs or wings broken. Some say that water fowl avoid the place when able to escape, but that the ice on the shores of the river above often prevents them from obtaining food, and that they are carried down from mere inability to fly; while others

assert that they are sometimes seen voluntarily riding among the rapids, and after descending half way down the cataract, taking wing, and returning to repeat their dangerous amusement.

The most sublime scene is presented to the observer when he views the cataract from below; and there he may have an opportunity of going under the cataract. This scene is represented in one of the plates. To render the descent practicable, a spiral stair case has been formed a little way from Table Rock, supported by a tall mast; and the stranger descends without fear because his view is confined. On reaching the bottom, a rough path among the rocks winds along at the foot of the precipice, although the heaps of loose stones which have fallen down, keep it at a considerable height above the water. A large rock lies on the very brink of the river, about 15 feet long and 8 feet thick, which you may climb up by means of a ladder, and enjoy the best central view of the falls any where to be found. This rock was formerly a part of the projection above, and fell about seven years ago, with a tremendous roar. It had been observed by Mr. Forsyth to be in a very precarious situation, the day before, and he had warned the strangers at his house not to venture near it. A lady and gentleman, however, had been so bold as to take their stand upon it near evening, to view the cataract; and in the night they heard the noise of its fall, which shook the house like an earthquake.

In proceeding nearer to the sheet of falling water, the path leads far under the excavated bank, which in one place forms a roof that overhangs about 40 feet. The vast column of water continually pouring over the precipice, produces violent whirls in the air; and the spray is driven out with such force, that no one can approach to the edge of the cataract, or even stand a few moments near it, without being drenched to the skin. It is also very difficult to breathe there, so that persons with weak lungs would act prudently to content themselves with a distant view, and by no means to attempt to go under the cataract. Those who are desirous of exploring this tremendous cavern, should attend very carefully to their steps, and not allow themselves to be agitated by the sight or the sound of the cataract, or to be blinded by the strong dri-



Peter Maverick sc.

NIAGARA, FROM BELOW.



ving showers in which they will be continually involved ; as a few steps would plunge them into the terrible abyss which receives the falling river.

THE-BURNING SPRING.

About half a mile above the falls, and within a few feet of the rapids in Niagara River, is a remarkable Burning Spring. A house has been erected over it, into which admission is obtained for a shilling. The water which is warm, turbid, and surcharged with sulphurated hydrogen gas, rises in a barrel which has been placed in the ground, and is constantly in a state of ebullition. The barrel is covered, and the gas escapes only through a copper tube. On bringing a candle within a little distance of it, the gas takes fire, and continues to burn with a bright flame until blown out. By leaving the house closed and the fire extinguished, the whole atmosphere within explodes on entering with a candle.

While on the Canada side of the falls, the visiter may vary his time very agreeably, by visiting the village of Chippewa and Lundy's Lane, in this vicinity; which, during the late war with Great Britain, were the scenes of two sharp contests.

THE BATTLE OF CHIPPEWA.

In July, 1814, the British and American armies being near each other, Gen. Ripley ordered Gen. Scott to make an advance on Chippewa, on the 3d of July, with Capt. Tonson's division of artillery ; and the enemy's pickets were soon forced to retire across the bridge. Gen. Ripley came up in the afternoon and encamped with Gen. Scott's advance.

The stranger may be gratified by examining the field of these operations, by going to Chippewa Village, about two miles above Forsyth's. The American encampment of July 23d, is in the rear of a tavern near the road, about a mile beyond Chippewa. The following description of the battle is from an account already published.

"On the morning of the 4th, the British Indians had filled the woods contiguous to the American encampment,

and commenced firing at the pickets. Reconnoitering parties from Chippewa were frequently observed during the day along the river road; and information was received that reinforcements had arrived.

"On the 5th, the same course was pursued. The Indians were discovered almost in the rear of the American camp. At this moment Gen. Porter arrived with his volunteers and Indians. General Brown immediately directed them to enter the woods and effectually scour them. Gens. Brown, Scott, and Ripley, were at the white house, in advance reconnoitering. Gen. Porter's corps seemed sweeping like a torrent every thing before them, until they almost debouched from the woods opposite Chippewa. In a moment a volley of musquetry convinced Gen. Brown that the whole British force had crossed the Chippewa Bridge, and that the action must become general. He gave immediate orders to Gen. Scott to advance, and to Gen. Ripley to be in readiness to support. In a few minutes the British line was discovered formed and rapidly advancing—their right (the Royal Scots) upon the woods, and their left (the prince regent's) on the river, with the king's own for their reserve. Their object was to gain the bridge across the creek in front of the encampment, which, if done, would have compelled the Americans to retire. Gen. Brown fearing a flank movement of the enemy through the woods on the left, with a view to seize the American reserve of artillery, directed Gen. Ripley not to advance until he gave him orders. At the same time he rode to the first line with his staff and an escort of 30 dragoons, in order to direct the whole movements of the field, and animate the troops by his presence. Meanwhile General Scott, under a most tremendous fire from the enemy's artillery, crossed the bridge which the enemy had endeavoured to gain, and formed his line. The British orders were to give one volley at a distance, and immediately charge. But such was the warmth of our musquetry that they could not withstand it. At this moment General Brown sent orders to Gen. Ripley to make a movement through the woods upon the enemy's right flank. With the 21st regiment he passed a ravine in his front, where the men had to wade up to their chins, and advanced as rapidly as possible. But before he com-

menced filing from the woods into the open land under the enemy's batteries, they had been completely broken by the cool bravery and discipline of Gen. Scott's brigade, and precipitated themselves across the Chippewa Bridge, which they broke down on their retreat."

Although the Americans were not able to cross the creek, the British thought proper to evacuate Chippewa very precipitately, and to retreat towards Queenston.

In this affair the British loss, in killed, wounded and missing, was 514, and the American loss 328.

Nothing of importance occurred after this until the 25th of the same month, the date of

THE BATTLE OF BRIDGEWATER, OR LUNDY'S LANE.

The principal scene of this hard-fought and bloody action is about a mile from the Falls of Niagara, at an obscure road, called Lundy's Lane. Since their retreat from Chippewa, the enemy had received reinforcements of troops from Lord Wellington's army in Spain; and on the 25th of July encamped on a hill, with the design of attacking the American camp the next morning. At 6 in the evening, Gen. Brown ordered Gen. Scott to advance and attack them, which was immediately done; and in conjunction with Gen. Ripley the attack was commenced in an hour. The British were much surprised at seeing the approach of their enemy at this hour, not having discovered them until they left the woods and began to march across the open level fields seen from Forsyth's Hotel, and about a quarter of a mile to the left. The battle was kept up with great resolution on both sides, until half past ten at night. The armies, it is said, were within twenty yards of each other for two hours, and sometimes so mingled together, that, in spite of a clear moon, platoons were sometimes ordered by officers of the other army.

The following letter, written by a surgeon of one of the American regiments, the day after the engagement, contains some interesting particulars:

"In the afternoon the enemy advanced towards Chip-

pewa with a powerful force. At 6 o'clock General Scott was ordered to advance with his brigade and attack them. He was soon reinforced by General Ripley's brigade: they met the enemy below the falls. They had selected their ground for the night, intending to attack our camp before daylight. The action began just before 7, and an uninterrupted stream of musketry continued till half past 8, when there was some cessation, the British falling back. It soon began again with some artillery, which, with slight interruptions, continued till half past 10, when there was a charge, and a tremendous stream of fire closed the conflict. Both armies fought with a desperation bordering on madness; neither would yield the palm, but each retired a short distance, wearied out with fatigue. Such a constant and destructive fire was never before sustained by American troops without falling back.

"The enemy had collected their whole force in the peninsula, and were reinforced by troops from Lord Wellington's army, just landed from Kingston. For two hours the two hostile lines were within twenty yards of each other, and so frequently intermingled, that often an officer would order an enemy's platoon. The moon shone bright; but part of our men being dressed like the Glengarian regiment caused the deception. They frequently charged, and were as often driven back. Our regiment, under Colonel Miller, was ordered to storm the British battery. We charged, and took every piece of the enemy's cannon. We kept possession of the ground and cannon until 12 o'clock at night, when we all fell back more than two miles. This was done to secure our camp, which might otherwise have been attacked in the rear. Our horses being most of them killed, and there being no ropes to the pieces, we got off but two or three. The men were so excessively fatigued they could not drag them. We lost one howitzer, the horses being on full gallop towards the enemy to attack them, the riders were shot off and the horses ran through the enemy's line. We lost one piece of cannon, which was too much advanced, every man being shot that had charge of it, but two. Several of our caissons were blown up by their rockets, which did some injury, and deprived our cannon

of ammunition. The lines were so near that cannon could not be used with advantage."

The British lost, in killed, wounded, and prisoners, 878 ; and the Americans 860.

WELLAND CANAL.

In 1825 a canal was begun on the Canada side of Niagara falls, to connect the navigation of Lakes Erie and Ontario, and will be calculated for the passage of sloops. The Chippewa River is to be the feeder, and the land presenting great facilities, the greatest confidence is indulged of its success. The distance across is only 32 or 33 miles, and the expense is estimated at less than a million of pounds sterling. 300,000*l.* of the stock were taken up in New-York. It is said, by the Canadians, that this canal will be accessible from Lake Erie four or five weeks earlier in the spring than the harbour of Buffalo, in consequence of the ice being much heaped up at the latter place by the current and winds.

It has been proposed to make canals for sloop navigation from Prescott to Montreal. The advantages of those works, taken into view with the Welland, are easy to estimate. At present, the transportation of 1000 staves from Lake Erie to Montreal costs \$90. If all these canals were made, the cost would be reduced to \$50. Sloops, carrying 6000 staves, could make six trips a year, and gain \$1800. A barrel of flour now pays 6*s.* for that distance, and would pay only 3*s.* A ton of merchandise now costs 4*l.* 5*s.* for transportation between Prescott and Montreal, and would then cost only 1*l.* 7*s.*

THE WESTERN LAKES.

We extract the following account of the great Western Lakes from an essay published in the New-York Statesman :

1. The Ontario is 180 miles long, 40 miles wide, 500 feet deep ; and its surface is computed at 218 feet above the elevation of tide water at Three Rivers, 270 miles below Cape Vincent.

2. Erie is 270 miles long, 60 miles wide, 200 feet deep ; and its surface is ascertained to be 565 feet above tide water at Albany.

3. Huron is 250 miles long, 100 miles average breadth, 900 feet deep ; and its surface is near 595 feet above the tide water.

4. Michigan is 400 miles long, 50 wide, depth unknown ; elevation the same as Huron.

5. Green Bay is about 105 miles long, 20 miles wide, depth unknown ; elevation the same as Huron and Michigan.

6. Lake Superior is 450 miles long, 109 miles average width, 900 feet deep ; and its surface 1048 feet above the tide water.

Hence it is easy to calculate that the bottom of Lake Erie is not as low as the foot of Niagara Falls ; but the bottom of each of the other lakes, it will be observed, is lower than the surface of the ocean.

Lake Superior is the head fountain, the grand reservoir of the mighty volume that fills the rivers, expands the lakes, and roars over the cataracts of Niagara, St. Lawrence, &c. After making a semicircle of five degrees to the south, accommodating and enriching one of the most fertile and interesting sections of the globe, it meets the tide a distance of 2000 miles from its source, and 5000 from the extreme point of its estuary, on the Atlantic coast.

GENERAL REMARKS.

There was, perhaps, no part of our frontier where the war was regarded with so much dislike and dread as here. Many of the inhabitants of this part of Canada were emigrants from New-York, New-Jersey, and Pennsylvania, and a constant intercourse kept up across the river has united the people on both sides like one people. Many of the militiamen who were here called into action by the invasion of their territory, had friends and family relations in the opposite army ; so that the contest was to them a civil war in its effects, divested of all the impulse of passion.

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A little attention to the appearance and language of the people, and their various manners and customs, will show that they are collected from many different regions, and have amalgamated very imperfectly. At the close of the revolutionary war, the British government offered great encouragement to settlers on this tract of country, from whatever districts they might come. The situation of the place necessarily excludes all distant intercourse with other parts of the country; and the original manners have therefore remained with little alteration. There are some Germans from Europe, and many from Pennsylvania, mingled with people from New-York and New-Jersey; and their descent is often apparent from their countenances and dialect, as well as the aspect of their dwellings and farms. There is a village a little removed from the high road, where little else but German is spoken.

THE FERRY across Niagara river is about half a mile below the falls, and may be crossed at any hour in the day, without danger, notwithstanding the rapidity of the current. The descent from the bank is so steep, that it has been necessary to build a stair-case.

TO BUFFALO, ON THE CANADA SIDE,
28½ miles.

To Chippewa,	2 miles.
Waterloo, (Fort Erie,)	16
(Over the ferry to Black Rock, 25 cents each passenger.)	
Buffalo,	2½

Opposite Buffalo, in *Waterloo*, are the remains of *Fort Erie*, a fortress of great consequence in the late war. There are the remains of a strong wall, surrounded with entrenchments reaching to the lake. The remains of the British camp are also seen, and the trees are still wounded with shot.

BATTLE OF ERIE. On the 17th of September, 1814, a severe action was fought at a little distance from Fort Erie, when part of the American garrison, 1000 regulars and 1000 militia, made a sortie, and took the British works, about 500 yards in front of their line. The British had two batteries on their left, which annoyed the fort, and were about opening a third. Their camp was

about two miles distant, sheltered by a wood : their works were garrisoned with one-third of their infantry, from 12 to 1500 men, and a detachment of artillery.

Gen. Porter with the volunteers, Col. Gibson with the riflemen, and Maj. Brooks with the 23d and 21st light infantry, and a few dismounted dragoons, were sent from the extreme left of the American position, by a passage cut through the woods, towards the enemy's right ; and Gen. Miller was stationed in the ravine between the fort and the enemy's batteries ; while Gen. Ripley had a reserve under the bastions.

A little before 3 P. M. the left columns commenced their attack on the enemy's right, and Gen. Miller at the same time pushed forward between Nos. 2 and 3 of the batteries, broke their line, and took their two block houses. Battery No. 1 was soon after deserted, and the guns were spiked ; and the magazine of No. 3 was blown up. Gen. Ripley was wounded, and Col. Gibson killed. The action lasted about an hour, which gave time for the remaining two-thirds of the enemy's force to march from their camp and partake in it. The Americans at length retired with prisoners, having succeeded in their object. The British suffered so much, that Lieut. Gen. Drummond broke up his camp on the 21st, and retired to his entrenchments behind the Chippewa River.

GENERAL REMARKS ON UPPER CANADA. This extensive district has begun to increase in population with great rapidity, and great exertions are making to introduce improvements of various kinds. The Welland Canal, which has already been spoken of, promises advantages of great importance to the colonies ; and, as has been before remarked, threatens to take off much of the transportation from the western part of the New-York Erie Canal.

Emigration has been so much encouraged by the British government, for the peopling of this part of their possessions, that great numbers of Irish, Scotch, and English, have come over within a few years. In the 7 years preceding 1825, 68,000 emigrants arrived at Quebec ; and in 1825, 9000 ; of whom one-third settled in Lower Canada, and one-third went to the United States. The population of Lower Canada was then 420,679.

According to Fothergill's report, there were, in Upper Canada, 989,294 acres of cultivated land; grist mills, 304; saw mills, 386; merchant stores, 394; houses, 30,774; oxen, 27,644; milch cows, 67,000; calves, 35,000; 290 townships surveyed, containing in all 17 million acres; about two millions wild lands; distillers' duty, \$46,000.

The characteristic of that part of Upper and Lower Canada seen on the usual routes of travellers, is its flatness and monotonous aspect. Between the two great lakes there is some variety of surface; but the view from Queenston heights towards the east embraces a vast plain, almost as level as the water itself, and still more extensive. The surface is, in many places, varied by gentle elevations and depressions, but not sufficiently to make it appear uneven from a distance.

TO BUFFALO, ON THE AMERICAN SIDE,
30½ miles.

Tonnawanta Creek, where the canal passes.....	11 miles.
Black Rock.....	10
Buffalo.....	2½

TO FORT GEORGE,
14 miles.

Queenston.....	7
Fort George.....	7

[The route from *Niagara to Albany and the Springs* will be taken up after the route to Montreal.]

ROUTE FROM NIAGARA TO MONTREAL, 392 miles.

Those who have never travelled through the state of New-York, and have leisure to make so circuitous a route, will prefer to go to Buffalo, Lockport, or Rochester, and take the line of the Erie Canal, the Springs, Lake George, and Lake Champlain, in their way to Montreal. Many, however, will prefer to take the more direct route, which is by the steam boats through Lake Ontario, and is performed in about two days. The American boat goes from Fort Niagara to Ogdensburgh, keeping towards the southern shore, and touching at the principal ports. The British boat makes a few stops, but steers a course very near the middle of the lake, which is the boundary between the two countries: she is usually out of sight of land about twelve hours.

THE BRITISH BOAT goes from Queenston to Prescott; thence a stage coach to Cornwall, 50 miles; Coteau du Lac, steam boat, 36; Cascades, coach, 16; Lachine, steam boat, 23; Montreal, coach, 9.

AMERICAN BOAT.

PORT GENESEE, 72 m. At the mouth of the Genesee River, is a port of entry and delivery. Here is a custom house, and the village of Charlotte, in Monroe county. This river rises in Pennsylvania, and runs a gently winding course about 125 miles in the state of New-York. It is navigable only four miles from its mouth, to Carthage, where the banks are high, rocky, and perpendicular; and there is a fine fall (104 feet, including the rapids, &c.) about half a mile above. Stage coaches are in waiting for Rochester, 6 miles. See *Carthage*, page 76.

GREAT SODUS BAY, 35 m. Here are three bays in succession: Sodus, East, and Port Bays. There are three Islands, and Port Glasgow is at the head of the bay, only $10\frac{1}{2}$ miles from Clyde, on the canal, with a good road to it.

OSWEGO, 28 m. This village is situated at the mouth of Oswego River, and has a good harbour, with 10 feet water. Navigation ends half a mile above, except for boats,

which go 12 miles further. A very large button-wood tree, $35\frac{1}{2}$ feet in circumference, a mile from the village near the road. This place is 36 miles from Salina, with which it is to be connected by a canal. It is apprehended, however, that such a work, which has been already commenced, will draw off a great deal of the transportation from that part of the Erie Canal, west, into Lake Ontario, and the Welland Canal round Niagara Falls.

OSWEGO FORT, so famous in the history of the French and revolutionary wars, stands on the east side of the river. The situation was very advantageous for the command of a large extent of country, as this river is the common outlet of all the interior lakes of the state. While this post was held alternately by the French and English, they could command a great part of the trade with the Five Nations of Indians, who inhabited the country with which it communicated.

Fort Oswego is elevated only about 50 feet from the level of the water; and being overlooked by the eminence on which *Fort Ontario* was afterwards erected, was fit only for a defence in early times. A trading house was built here in 1722, and a fort five years after. This was extended in the beginning of the French war of 1755, when *Fort Ontario* was built. On the following year, Gen. Montcalm came from Canada, and besieged the fortresses with 3000 troops, and two vessels. *Fort Ontario* was evacuated after one attack; and on the following day, August 14th, *Fort Oswego* surrendered to the French, with a large quantity of stores brought at great expense through the wilderness, and 21 cannon, 14 mortars, &c. also, 2 sloops, and about 200 boats. The captors, however, did not think proper to hold the position, but immediately abandoned it.

Col. St. Leger attempted to approach Albany by this route, in 1777, in order to co-operate with Gen. Burgoyne; but he was repulsed at *Fort Stanwix* by Col. Fish, and obliged to return.

In 1814, on the 6th of May, the British attacked the place, and after a loss of about 100 men, got possession of it, but evacuated it the next day.

SACKETT'S HARBOUR, 40 m. Settled in 1801. In the late

war, it became an important naval station, and increased very rapidly. It is 8 miles distant from the lake, on Hounslow Bay. The harbour is divided into two by a narrow point, and offers great advantages for ship building. A first rate man-of-war is still unfinished, on the stocks, under a shelter, and another at Black River. On the shore are seen the stone *Barracks*, which enclose about ten acres of ground.

CAPE VINCENT, 20 m. The St. Lawrence is here divided by Grand Island. Kingston, in U. Canada, lies opposite, at the distance of 11 miles.

MORRISTOWN. This is a small village, 10 miles from Ogdensburg. The river is a little more than a mile in breadth, and on the opposite side is Brockville. There is a number of rocky islands in the St. Lawrence, and the gentle slope of the land on the New-York shore, adds a great degree of beauty to the scene.

General Wilkinson embarked at this place in 1813.

OGDENSBURGH, formerly Oswegatchie. This is the end of the navigation, and here the steam boat stops. The village is pretty, contains some large stores, and carries on considerable business. On the other side of the river is Prescott, where the British steam boat stops. The ruins of *Fort Oswegatchie*, or Fort Presentation, may still be traced. It was not very large, and contained only a bomb-proof, two buildings of stone, barracks, &c. It was built in the beginning or middle of the last century. Grapes are cultivated here with great success.

THE THOUSAND ISLANDS are a most beautiful part of the navigation, presenting themselves in every variety of forms, though never rising to any great elevation. They might be compared with the islands of Lake George.

GALLOP ISLANDS, 5 m. Here the rapids of the St. Lawrence begin. A number of mills will be seen at different places on the shore. On *Stony Island* was a fort of some consequence, which was taken by Gen. Amherst on his way to Montreal, in the year 1760.

ST. REGIS, 54 m. The Indian tribe which bears this name have a reservation of land here 11 miles by 3.

LACHINE, 53 m. (See Index.)

MONTREAL, 9 m.



ROUTE FROM NIAGARA TO ALBANY.

BLACK ROCK is a pleasant village situated on the margin of Niagara River, a little way from its head, and opposite Squaw Island, at the mouth of Lake Erie. It was burnt by the British during the war in 1814, but has since been rebuilt and increased to a much greater size. Congress have voted a remuneration for losses on this frontier. Gen. Porter has a fine house in this place. Black Rock long disputed with Buffalo the privilege of having the Basin of the Canal built in her barbour, and at last obtained it. A pier about two miles in length was built to secure the boats and vessels from the waves of the lake, as well as to raise the water for the supply of the canal to Tonnewanta Creek.

All this expense, however, is now considered as lost : for the swiftness of the current in the river, and the heaping up of the ice on the shores, prove great obstacles to the navigation. In consequence, Black Rock suddenly stopped its growth, and in 1825, only one house was built in the village, while 70 were erected the same year in Buffalo.

BUFFALO, 3 miles from Black Rock.

INNS.—The Eagle Tavern ; and three other large ones.

The situation of this village is remarkably convenient and agreeable, occupying a long hill of a gentle ascent, rising from the immediate vicinity of the lake. The principal street runs along the ridge of the hill, looking out upon Lake Erie to the horizon, and is ornamented with several fine blocks of brick stores and handsome dwelling houses, together with several public buildings, all erected since the burning of the village by the British in 1814, as well as the buildings in the other streets, which are fast increasing every year. In April, 1814, only one house was standing in the village, that of a widow in the upper part of the street. A large piece of ground has been left vacant in the middle of the town for a public square, where several important roads meet, and

which it is intended to ornament with public edifices. A walk has also been laid out on the brow of the hill towards the Lake. This is called the Terrace, and affords a charming view upon the lake, the harbour, and the canal, to Black Rock. In 1825, a small village grew up below the Terrace, 5 taverns being built, with 65 other houses, before which there was but one house. One of them will accommodate 200 persons. The largest store in the state is believed, to be one of these which is 90 feet by 70, and 3 stories high. The township was found to contain 6000 inhabitants that year.

The harbour of Buffalo is singularly fitted by nature for the junction of the two kinds of navigation which are here brought together; the entrance from the Lake being sheltered by the point on which the light house is erected, and the two small rivers which here unite their waters, affording every convenience for landing and reshipping goods. The shores of these are very bold, and they are connected by a natural channel, which serves the purposes of a basin, as well as of an easy communication; and as the canal to Black Rock commences close by it, the inland transportation begins without more ado.

The Canal to Black Rock is dug near the shore of the Lake. The first part of it is through a low, sandy level, where the excavations were much impeded by the water which soaked through in great abundance. About half a mile from Buffalo, the workmen hit upon a bed of old half-decayed trees, which was dug into to the depth of six feet, and extended about half a mile. Many branches and logs were discovered, which preserved all the grain of the wood, but the greater part was a black mass of matter, which, on being dried, burned with great readiness. In some places, ashes and coals were found; and some of the logs appeared to have been washed and rolled by the water of the lake before they were buried. Beyond this place is a bed of silicious rock, which required much labour and expense in cutting and blasting through it.

Lake Erie is 565 feet above tide water.

VOYAGE UP LAKE ERIE.

At Buffalo opens a very extensive route, for those who are disposed to travel still farther westward. There is little to be seen along either shore of the Lake, which would reward a common traveller for the tedium of a long ride over a country generally level, or for the inconveniences he would experience from the want of public accommodations, and even the frequent absence of settlements. The only mode of travelling, therefore, is by water ; and great numbers of passengers pass every season between this port and the principal towns on the Lake, chiefly in the steam boats. The price of a passage to Detroit in the cabin is \$15, and in the steerage, where nothing is supplied but ship room and access to the kitchen, half price. The following are the stopping places on the passage to Detroit, with their distances.

From Buffalo to Erie,.....	90 miles.
Erie* to Grand River,.....	75
Grand River to Cleaveland,.....	30
Cleaveland to Sandusky,.....	60
Sandusky to Detroit,.....	75
<hr/>	
Total 330	

GREEN BAY, on Lake Huron, is interesting as a position occupied by a military garrison, and the seat of a large number of Indians, for whose improvement some exertions have been recently made. The principal tribe residing there is the Menominie, or *Wild Rice* Indians, who are both numerous and powerful, and partly civilized. They have recently received an addition to their numbers by having been joined by the remnant of the Stockbridge tribe, to whom they have offered a share of their

* The Ohio Canal is to begin at the mouth of Scioto River, following up its course, cross to the Muskingum, and follow that stream to Lake Erie. (See *Gazetteer of Ohio.*)

land. The latter are civilized in such a degree as to have pretty good farms, and to practice some of the mechanic arts, though they principally depend on hunting and fishing, particularly the latter, which is very important to them.

ANCIENT FORTIFICATIONS.

On Buffalo Creek, and towards Genesee River also, are several large and interesting remnants of Ancient Fortifications ; but as they lie off the road, few travellers will visit them. They appear to form part of a great chain of defensive works extending from the eastern part of Lake Ontario, along that Lake and Erie, down the Ohio and Mississippi Rivers to Mexico. This is the opinion of Mr. Atwater, of Circleville, Ohio, who has published some very interesting details, drawings, &c. connected with them, in his "*Archæologia Americana*." A line of old forts extends from Cataraugus Creek, 50 miles, along the shore of Lake Erie, to the line of Pennsylvania. They are on the borders of creeks and old bays, although now from 2 to 5 miles distant from the Lake, which is supposed to have retired that distance since they were built. Another similar line is said to exist in the rear of them, on another parallel elevation.

Much curiosity and speculation have been called forth by these singular monuments of antiquity. Some regard them as marks of a civilized people ; others as the works of Indian tribes. Some traces of a tradition referring them to the latter are said to have been lately discovered.

SENECA CASTLE. The Seneca nation possess a large and valuable tract of land adjoining Buffalo on the east, and they have two villages 3 and 5 miles on the road. The Senecas are the westernmost tribe in the confederacy of the Five Nations, and have always held a conspicuous rank in their history. They were formerly considered the most numerous and powerful tribe, and preserved this superiority until the fatal defeat they received from Gen. Schuyler, in 1778, since which they have made a less conspicuous figure.

The residence of this nation after they fled from Cana-

da, before their enemies the Adirondacs, was principally upon the shores of Seneca Lake, though their lands extended to Niagara River and north of Lake Erie, of which they long had the command. They are now reduced to a few hundred, some of them residing here, and some in other Indian villages farther east. Besides the land they possess, which is remarkable for its fertility, the nation are in possession of a large sum in the United States Bank stock, the dividend for which they receive annually.

The most remarkable person of the Seneca nation now living, is the famous RED JACKET, who inhabits a small log house, in a very retired situation, about four miles from Buffalo, and one mile north of the road through the reservation. He has rendered himself conspicuous for many years by his eloquence, and formerly possessed an extensive influence over his countrymen. But he is now old and poor, and worse still, not too temperate. He has always maintained a resolute opposition to the introduction of the Christian religion among his nation, and once succeeded in excluding all ministers from entering the reservation. This was done by the authority of the state under a regulation intended to guard against the admission of ill-disposed persons, who are always found ready to impose upon the Indians, get them in their power, and endeavour, by fomenting uneasiness, as well as by threats and promises, to induce them to remove and leave their lands.

BILLY is another very old man of the tribe, and of a character very different from that of Red Jacket. He is a good orator, but his real worth as well as his influence, depends on the more substantial qualities of a sincere and consistent Christian. His example, and the instruction for some time enjoyed in the nation, have produced great effects on a portion of the families. The traveller will observe several farms under a degree of cultivation, and may meet with individuals who conform pretty nearly to the English style of dress, and have introduced some of our customs into their houses. The greater part of them, however, speak no language but Indian.

STAGE ROAD FROM BUFFALO TO CAÑANDAIGUA.

The first few miles of this road present very little interest ; 15 or 20 miles of it pass over an old causeway of logs, and the country for that distance is a forest, with hardly any signs of inhabitants. The logs make the travelling rough and disagreeable ; but as they are gradually covered over with earth, the difficulties are lessening every year. To those who are not accustomed to a country so new and wild as this, a word or two may not be amiss on the manner in which roads are first made in an American settlement. In thick forests, the surface of the ground is covered to the depth of one or two feet with the roots of trees, which are extremely difficult to be removed, and are very dangerous for horses or oxen to pass over. A close layer of logs, although itself sufficiently rough, forms a much safer and more convenient path, and is usually adopted with great advantage. There is another reason for it—the elevation of the road above the common surface, secures it from being overflowed by the water, which in the moist seasons of the year would impede the travelling in low and marshy places. When the logs decay, they are apt to form bad ruts and holes, which should be filled with earth or gravel. Indeed, the usual practice is, as the road becomes more travelled, and the inhabitants increase, to cover it all with a thick bed of earth ; and roads thus formed are proverbial for their excellence.

BATAVIA, 40 miles from Buffalo, is a very handsome village, and contains the residence of Mr. Otto, the Agent of the Holland Land Company, as well as the county buildings, and the house of Mr. Elliot, the former agent of the above-mentioned company.

At LEROY, 10 miles, a number of curious stones were discovered in 1824, which were at first supposed to be *petrified Sea Turtles*. They were found in the bed of Allen's Creek, about 200 yards north of the village bridge, and usually weighed from one to three or four hundred

pounds, although some have been picked up in another place in the neighbourhood, not much larger than a man's hand. Several were found imbedded in the lime stone rock through which the stream has cut its way, lying horizontally, yet evidently of an older formation. They consist of a dark coloured bituminous lime stone, which readily splits in the middle, and betrays a number of whitish crystalline veins, traversing each other nearly at right angles, and growing thicker in the middle, and often containing a quantity of yellow clay, or ochre, with a few holes filled with a bituminous oily substance which flows out. These stones certainly are very curious specimens, but the original theory is not likely to be received.

The WADSWORTH FARM at Geneseo, is so far and so justly famed for its size and fertility, and still more for the admirable system of cultivation under which it is carried on, that every man of taste who passes this way, will find great gratification in stopping to see it, particularly if he is personally interested in the improvement of agriculture.

Mr. Wadsworth's farm contains about 4000 acres, about 1700 of which are rich alluvial land on the banks of the Genesee River. He combines science with practical knowledge in the management of it in such a manner as to enjoy the proper benefits of both ; while he studies to introduce all valuable improvements, he is careful to preserve every method which experience has proved really valuable. Time is here most systematically divided, and labour is carefully saved in every case where an ingenious machine or a wise expedient can be resorted to with advantage. Various branches of agriculture have been tried on this fertile tract of country ; but the raising of sheep has been found the most profitable, and the farm has been almost entirely converted into mowing fields and pastures.

The residence of the proprietor is in a fine and spacious building, in a commanding situation ; and the whole aspect of the farm indicates the good order and method with which it is conducted.

The Genesee meadows were formerly the residence of a large tribe of Indians of the Seneca nation ; and when Gen. Sullivan reached this place in his march through the

country, he found and burnt a considerable village of 120 log houses, on the second bank, which had been deserted at his approach. One of his scouts was cut off while his army was near the west bank of the river, and only one man escaped; but the Indians constantly fled as he approached, and there was no fighting in all this western part of the state. A large tract of fine land adjoining the Wadsworth farm is now possessed by a woman belonging to the Seneca nation. She is called "*the Indian White Woman*," as she was taken prisoner from some frontier settlement, many years ago, when she was very young, adopted by the savages, and married to a Chief of the tribe.

The remains of a Mammoth were dug up about half a mile from the village of Geneseo in 1825. There were 8 teeth and grinders, parts of a tusk, a thigh bone 3 feet long, the lower bone of the leg 3 feet 6 inches, &c. They lay between strata of vegetable mould and sand.

WEST BLOOMFIELD, beyond the Genesee River, is one of the finest agricultural townships in the state, and presents a succession of beautiful farms, tilled with care and yielding the finest crops. Fruit thrives remarkably well in all this western country, as the slightest attention to the orchards will sufficiently prove; and while in smoothness and neatness the fields rival those of the oldest districts farther east, the orchards exceed them in luxuriance and products. The *Black Apple* is a species of fruit which has been said to be peculiar to this region. The darkness and peculiarity of its colour, are sufficient to distinguish it at a considerable distance; and the flavour is fine, although it does not arrive at maturity until it has been kept some weeks in the winter.

EAST BLOOMFIELD is the next village; and the general remarks just made may with justice be applied to this place also.

CANANDAIGUA.

INN. Blossom's Stage House.

This is one of the finest of the western towns, and its principal street runs along the ridge of a commanding hill, rising from the north end of Canandaigua Lake. It

North

L. O N T A R I O

Great Salt Bay

Glasgow

WOLCOTT

W A Y N E C^o

C^o

Palmira

Lyons

Canal

Manchester

Canandaigua Outlet

Canandaigua

Waterloo Falls

Geneva

Seneca Outlet

S E N E C A

C^o

Seneca Lake

Burning

Springs

Crooked Lake

Hooker

is wide, and contains many large and handsome houses, particularly that of the late Gideon Granger. It is to be regretted, when the fine appearance of this town is considered, that it should not have been built nearer the lake, and on some of those fine elevations which overlook this beautiful sheet of water. The road, in passing Canandaigua Lake, commands a finer view of scenery than on any of the other lakes it passes. The banks are high and variegated, and at the distance of two or three miles, rise to an imposing height, and add a great degree of beauty to the scene. A number of gentlemen's seats are seen along the western bank; and a little way off in the lake on the same, is a small rocky island, where the Seneca Indians carried all their women, children, and old men, when Gen. Sullivan appeared against them.

Stage coaches go to Rochester every day.

BURNING SPRINGS.

Springs of water, charged with inflammable gas, are quite common in the vicinity of this place. The following description of them is extracted from an account published in a Canandaigua newspaper, in February, 1825 :

"These Springs are found in Bristol, Middlesex, and Canandaigua.

The former are situated in a ravine on the west side of Bristol Hollow, about half a mile from the North Presbyterian Meeting House. The ravine is formed in clay slate, and a small brook runs through it. The gas rises through fissures of the slate, from both the margin and the bed of the brook. Where it rises through the water, it is formed into bubbles, and flashes only when the flame is applied; but where it rises directly from the rock, it burns with a steady and beautiful flame, which continues until extinguished by storms, or by design.

The springs in Middlesex are situated from one to two miles south-westerly from the village of Rushville, along a tract nearly a mile in length, partly at the bottom of the valley called Federal Hollow, and partly at an elevation of 40 or 50 feet on the south side of it.

The latter have been discovered within a few years, in a field which had been long cleared, and are very nume-

rous. Their places are known by little hillocks of a few feet in diameter, and a few inches high, formed of a dark bituminous mould, which seems principally to have been deposited by the gas, and through which it finds its way to the surface, in one or more currents. These currents of gas may be set on fire, and will burn with a steady flame. In winter they form openings through the snow, and being set on fire, exhibit the novel and interesting phenomenon of a steady and lively flame in contact with nothing but snow. In very cold weather, it is said, tubes of ice are formed round these currents of gas, (probably from the freezing of the water contained in it,) which sometimes rise to the height of two or three feet, the gas issuing from their tops; the whole when lighted in a still evening, presenting an appearance even more beautiful than the former.

Within a few days, the proprietors of this field have put into operation a plan for applying the gas to economical purposes. From a pit which was sunk in one of the hillocks, the gas is conducted through bored logs, to the kitchen of the dwelling, and rises through an aperture a little more than half an inch in diameter, in the door of a small cooking stove. When inflamed, the mixture of gas and common air in the stove first explodes, and then the stream burns steadily. The heat evolved is considerable; so that even this small supply is said to be sufficient for cooking. In another part of the room, a stream of the gas, from an orifice one-eighth of an inch in diameter, is kindled in the evening, and affords the light of two or three candles. The novelty of the spectacle attracts a concourse of visitors so great, that the proprietors have found it expedient to convert their dwelling into a public inn.

The springs of the town of Canandaigua are situated on both sides of the lake, within three miles of the village. They have not been particularly examined.

Experiments made with the gas seem to prove, that it consists principally of a mixture of the light and heavy carburetted hydrogen gases, the former having greatly the preponderance; and that it contains a small proportion of carbonic acid gas. It seems also to hold a little oily or bituminous matter in solution. It burns with a lambent,

yellowish flame, scarcely inclining to red, with small scintillations of a bright red at its base. It has the odour of pit coal. It produces no smoke, but deposits, while burning, a small quantity of bituminous lampblack. It is remarkable that the hillocks, through which the gas rises, are totally destitute of vegetation. Whether the gas is directly deleterious to vegetable life, or indirectly, by interrupting the contact of the air of the atmosphere, it is certain that no plant can sustain life within the circle of its influence.

It is well known that this gas is found abundantly in coal mines; and being accidentally set on fire, (mixed as it is in those mines with the air of the atmosphere,) has many times caused terrible and destructive explosions. The writer cannot learn that it has ever been known to be generated in the earth, except in the presence of coal; and hence the inference is strong, that it proceeds from coal. If we add to this the fact, that there is no substance in the earth, except coal and other vegetable and animal remains, from which, by any known natural process, the elements of the gas could be obtained, the proof almost amounts to demonstration. The oily deposit which has been mentioned, may be considered as a further proof of the correctness of the inference."

The road between Canandaigua and Geneva passes over a singular tract of country, the form of which will not fail to be remarked by an observant traveller. The distance is 26 miles; and the ground gradually rises by large natural terraces, or steps, for about half the distance, and descends in the same manner on the other side to Seneca Lake. These steps or terraces, appear to have been formed by those strong currents of water of which geologists speak, which at some ancient period of time have evidently passed over many tracts of country in different parts of the world. The ridges and channels thus formed here stretch north and south, frequently to a considerable distance, corresponding both in form and direction with the numerous lakes which are found in this part of the state. Several ancient fortifications have been traced here. From the middle ridge the view is extensive; but the surrounding country is of too uniform a surface to present any remarkable variety of scenery. The form

adapts it peculiarly to agriculture, indeed, did the soil but correspond in richness, the whole scene would be peculiarly delightful in an agricultural point of view.

GENEVA.

This town occupies a charming situation at the head of Seneca Lake, and for a mile along its western bank, which rises to a considerable elevation above the surface, and affords room for a broad and level street. The buildings in this village are remarkably neat and handsome. It contains one of the most comfortable Inns in the state, kept by Mr. Lynch.

A college has lately been instituted in this place.

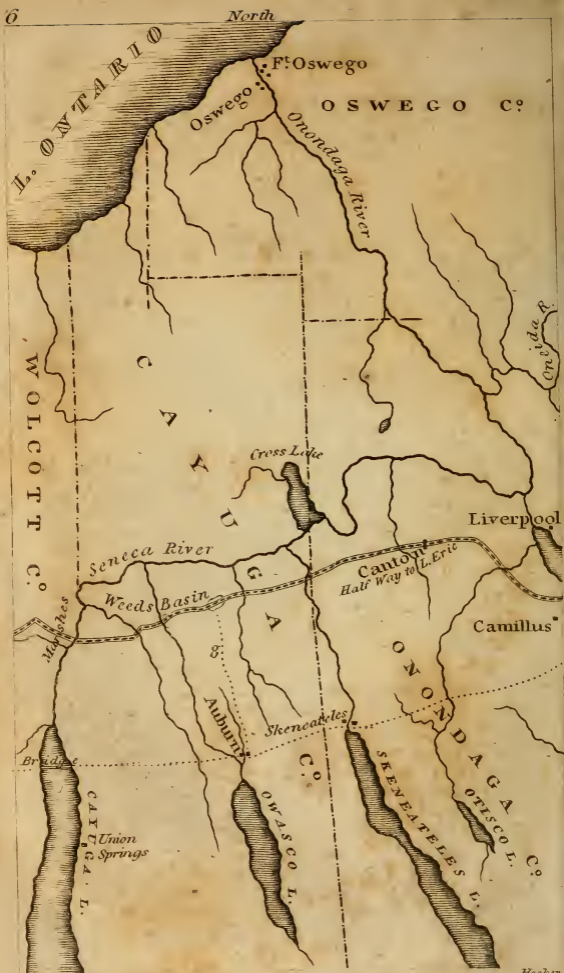
SENECA LAKE

is 35 miles long, and about 3 or 4 wide. Its depth is unusually great, and the water clear and very cold, to which is referred the scarcity of fish. There is a remarkable phenomenon long observed by those who reside near it, which has never been satisfactorily accounted for. The water has a regular rise and fall every seven years. This is perceptible along the shore, but more practically established in the experience of the boatmen, who are accustomed to conduct boats through the Seneca River, to the canal, as they formerly did to Oneida Lake, and down the Mohawk River.

The land on the borders of Seneca Lake is valuable for many miles, and is inhabited by a mixed population from New-Jersey, Maryland, &c. with a number of English families. Towards the southern end of the lake, the soil changes for the worse; but in a few years the productions of these shores may be expected to form a much more important figure than they do at present, among the vast amount of transports that annually flow down the great Canal.

A stage coach runs from Geneva down the west side of the lake, and then crosses to the head of Cayuga Lake, to the village of Ithaca; but the road is not interesting, and the more agreeable mode of reaching that village is by





taking the steam boat at Cayuga bridge, 14 miles from Geneva, on the great mail route.

CAYUGA LAKE

is 40 miles in length, and generally about 2 in breadth. Its water is shallow, the depth being generally only a few feet. A fine bridge is built across it near the northern end, where it is a mile wide. The steam boat Experiment plies between Cayuga bridge and Ithaca, at the head of the lake, in such a manner as to meet the stage coaches on the new route from Ithaca to New-York, returning the same days. It is small, and frequently used to tow canal boats on the lake ; but it is large enough to accommodate a considerable number of passengers, and is frequently crowded with parties from the neighbouring country, as well as travellers, as the excursion is one of the pleasantest that can be taken in this part of the state. It also connects several important lines of stage coaches, which the traveller will do well to notice if he wishes to go to *Catskill, Newburg, New-York, or New-Jersey*, by the most direct route. These routes will be more particularly noticed on arriving at Ithaca. [The proposed *State Road* to lead through the southern counties to Lake Erie, will probably, if constructed, pass here.*]

* The commissioners for the survey of routes for the State Road, gave the following statements in 1825, before their surveys were completed.

	<i>Miles.</i>
From Catskill, or Athens, to Bath, by the way of Ithaca,	221
From Kingston, by the way of Colchester and Walton, in the county of Delaware, and Spencer in the county of Tioga, to Bath,	227
From Kingston, by the way of Warwarsing, Deposit, Binghampton, Owego, and Newtown, to Bath,	232
From Newburgh to Bath, by the way of Deposit,	236
From opposite Poughkeepsie, through New Paltz, &c. to Bath,	230
From Nyack, in Rockland county, to Bath, by the way of Monticello and Shohocken,	264
There are but two points on Lake Erie to which the commissioners directed their surveys to be made, viz. Portland	

The price of a passage in the steam boat is one dollar ; and the scenes brought to view in passing along are sometimes inviting, although the shores are generally too monotonous and of too little elevation to afford any striking features. A little before arriving at the head of the lake, a beautiful *Waterfall* is seen on the left hand, where a stream of water flows over a very high precipice into a deep glen, and forces its way along, turning several valuable mills in its course. The landing place is about three miles from the village of Ithaca, but lumber boats can pass

and Dunkirk, in the country of Chautauque. The distance from Bath to Portland is about 143 miles, and from Bath to Dunkirk about 129 miles. Making the distances upon the entire routes, as follows :

	<i>Miles.</i>
From Catskill, or Athens, to Portland, on lake Erie,	365
From Kingston, by way of Colchester, &c. to Portland,	370
From Kingston by way of Deposit, &c. to Portland,	376
From Poughkeepsie,	373
From Newburgh,	379
From Nyack,	407

The distance from each of the above places on the Hudson River to Dunkirk, is 14 miles less than from the same places to Portland.

The commissioners state that a route, and indeed routes, may be selected from the road, without essentially varying from a direct course, upon which the elevation or descent will not exceed three degrees from a horizontal line. The soil of the country explored is hard and gravelly, and well adapted to the construction of the road, at a comparatively small expense : the commissioners add, that, with the exception of the counties of Chautauque and Cataraugus, there is perhaps no portion of the state or nation which affords greater natural facilities for a work of this kind. They recommend the adoption of the M'Adams plan of road making ; the material for that purpose being found abundantly upon nearly all the routes.

From such data as they are possessed of, the commissioners estimate the average expense of a road, "having a solid foundation and coated with a durable and smooth surface," at \$2000 per mile, including bridges ; making a total expense of \$750,000. It is their belief that the work may be completed in two years from the ensuing spring.

the bar at the mouth of the inlet, and proceed up to the street.

The village of Ithaca is neat and flourishing. Here centre three roads to *Catskill*, *Newburgh*, and *New-York*. The first leads nearly in a direct line to the Hudson River, the second passes the Great Bend of the Delaware, and the third furnishes daily the shortest route to New-York.

THE CASCADE.

This beautiful and romantic scene already spoken of is about 3 miles from the village, and should by no means be left unseen. The waterfall is one of the most picturesque that can be imagined. The height and solemnity of the surrounding rocks, the darkness of their shadows, and the beauty of the sparkling spray, unite to produce an impression of pleasure which is rarely experienced at the sight of any scene, however extraordinary for beauty or sublimity.

Great quantities of plaster of Paris, (sulphate of lime,) are transported from this neighbourhood to different parts of the country. Grain, lumber, &c. are also sent down the lake and towards the south by the Schuylkill River.

This is near the dividing line between the waters which flow north and south.

The astonishing success which has accompanied the enterprising spirit of the state in forming the Grand Canal, has acted as a powerful stimulus in different parts of the country, and numerous works of the same kind have in consequence been proposed east, west, and south. Many of these have been found impracticable, and a large part of those which may hereafter be carried into execution, relate to regions removed beyond the sphere of a work of so local a character as this little book. The canal commissioners of New-York, in 1826, reported the results of surveys, and estimates for the routes of 13 canals, some of which extend into other states.

One of these is for the *Cayuga and Susquehannah Canal*. The route is from Cayuga Lake, near the mouth of Cascadilla, through Ithaca, along Mud Creek and the valley of the Oswego to the Susquehannah. The amount of lockage is 760 feet; the distance 31 miles; and the estimated expense 320,000 dollars.

The proposed canal to unite Cayuga and Seneca waters with the Erie Canal, it has been decided, is to pass through Waterloo, from Geneva down the valley of Seneca River to Montezuma.

AUBURN

is another beautiful village, and merits the name it has borrowed from Goldsmith's charming poetry. It is unfortunately placed at some distance from Owasco Lake, and therefore is deprived of the picturesque character which it might have enjoyed. There is a Theological Seminary in Auburn, which, in 1825, had nearly 50 students. There are several handsome public buildings in this place, but the most important is the

STATE PRISON.

This institution having been for two or three years managed by Mr. Lynds, on a system in some respects new, and with remarkable success, merits particular notice.

"The old Auburn prison was built in 1817, and cost about \$300,000; it is constructed upon the plan of a hollow square, enclosed by a wall of 2000 feet in extent, being 500 feet on each side, and, for the most part, 35 feet in height. The north wing of the building differs very much in its construction from any building of the kind, and the use of which is conceived to be one of the greatest improvements in prisons, and one of the best aids to prison discipline, which has been any where made. The workshops are built against the inside of the outer wall, fronting towards the yard, from which every shop is visible, forming a continued range of 940 feet. With such alterations as it may undergo, it can be made to hold 1100 convicts.

The new one is thus described in the newspapers.

One building designed to contain 400 cells, covers only 206 by 46 feet of ground. There are 5 stories of cells, each containing 80 in two parallel lines, divided in the middle by a wall two feet thick. The walls between the cells are one foot thick. The cells are 7 feet long, 7 high,

and $3\frac{1}{2}$ wide, intended to receive only one convict in each. Each cell has a ventilator extending to the roof, and is so constructed in front, that the prisoners can neither converse or make signs to each other. The area around the cells is 10 feet wide and open to the roof, which covers the galleries of the several stories. Besides the moral benefit arising from keeping the prisoners separate, it unites that of economy and security. From the construction of the prison, 5 small stoves, 6 large and 12 small lamps, all out of reach of the convicts, afford heat and light to 555 cells; and one centinel is sufficient to 400 prisoners.

The expenditures at the Auburn prison are pronounced to have been neither wasteful nor improper. The number of convicts in 1823, was 300; the gross expense of the prison \$20,589, the earnings of the prisoners \$9,807, net expense to the public \$10,781, and net expense for each convict during the year \$34 78. The gross expense of the prison at New-York in 1824, was \$55,792, the earnings of the prisoners \$33,316, the number of convicts 608, the gross cost for each \$91 67, and the net cost \$22 67. A large prison has been built in Westchester after this plan, to supersede that of New-York.

The correct discipline observed in this prison, (say the committee,) only require to be seen, to be duly appreciated. The conduct of the prisoners while at their labour, and their quietness under the privations of the prison, prove, that the discipline is complete and effective; and the main cause of the order and decorum thus observed, is, that in all matters of discipline, there is but one head or principal. The inspectors of this prison, have resigned to the principal keeper, Mr. Lynds, the discretionary power of directing and controlling the discipline and punishment of the convicts, and the conduct, deportment, and duty of the assistant keepers. This measure of the inspectors is both wise and judicious, and has produced throughout the establishment the most happy results; and the gentleman in whom this confidence is placed, is in every respect worthy of it; for he is a man eminently qualified for the station he occupies; possesses more than common talents and firmness as a disciplinarian; appears to devote his whole mind to the duties of

his office, and has a taste for order, neatness, and regularity, seldom surpassed."

Minute observations on the comparative labour of a free person and a convict show that the latter does not accomplish as much in a day as the former. In the year 1823, the balance against the New-York prison was \$18,633; and that against the Auburn prison \$10,780. The committee state that the kind of work proper for a state prison should unite the following properties: that the demand should be great, the material cheap, the trade easily learned, a business which cannot be so conducted by machinery as to reduce the wages too low, and a trade in which hard work can be enforced and made the more profitable.

The pardoning power ought to be exercised with great caution by the executive; for perhaps no circumstance has so much contributed to do away the terrors of punishment as the facilities afforded the worst part of our species in obtaining a pardon.

Ancient Fortifications. There are some remains of ancient fortifications in the vicinity of this place, as well as in the neighbouring towns of Camillus, Onondaga, and Pompey.

If the traveller should wish to take the canal, a stage coach goes every day to Weed's Basin, 8 miles, and carries passengers for 50 cents, to meet the canal boats, which pass at stated periods.

FROM AUBURN TO SYRACUSE,
By the Canal, 34 miles.

(Stage coach to Weed's Basin,)..... 8 miles.

Jordan Village, in Camillus township,..... 6

A proposition has been made for a canal from Jordan to Homer on the Susquehannah, which has been found practicable. The distance is 34 miles, of which, only 14 will require to be dug.

Canton, (half-way village between Buffalo and Albany, 179 miles from the former, and 183 from the latter,)..... 6.

Geddes Village, (with salt-works,).....	12 miles.
Syracuse,.....	2

By the Road, 28 miles.

Skeneateles,	8
Marcellus,	6
Onondaga,	10
Syracuse,	4

SYRACUSE. For a description of this place, as well as of *Salina*, the *Salt Spring*, and *Salt Manufactories*, see page 70.

Although the routes east of Syracuse, both by the canal and by the road, are given in other places, and although they may be traced on the maps, it may perhaps be convenient to have them repeated in the reversed order, for travellers going towards Albany. (*For places see Index.*)

FROM SYRACUSE TO UTICA,
By the Canal, 61 miles.

Manlius Landing,	9 miles.
Chitteningo Creek,	S
(A curious <i>petrified tree</i> lies near this place a few steps from the canal, which was found with many of its branches.)	
Canastota Village and Basin,	8
Oneida Creek,	5
Wood Creek,	13
Rome,	3
Oriskany Village,	8
Whitesborough,	3
Utica,	4

By the Road, 48 miles.

Derne,	3
Manlius,	3
Sullivan,	9
Oneida Creek,	11
Vernon,	5

Westmoreland,.....	6 miles.
New Hartford,.....	7
Utica,.....	4

For UTICA, see page 64, for HAMILTON COLLEGE, do. and for TRENTON FALLS, 65.

PROJECTED CANAL.—A plan has been recently formed for the construction of a canal from Utica down the Unadilla River, to intersect the Susquehannah at some point near the town of Bainbridge, in the county of Chenango.

FROM UTICA TO SCHENECTADY,
By the Canal, 79½ miles.

Lock, No. 53, (end of the long level, which begins westward at Salina, and extends to this place, 69½ miles, without a lock,)	9 miles.
Bridge over the Mohawk, and Herkimer Village,	5
Little Falls,.....	8
Fall Hill, a mountain on the right, 518 feet higher than the canal, 712 above high water in Hudson River, and about 145 above Lake Erie,	1
Old Mohawk Castle,.....	5
Fort Plain,.....	9½
Canajoharie,.....	4
(Stage coach hence to Cherry Valley Tuesday and Friday.)	
Anthony's Nose,.....	5
(This scene is represented in the plate from this side. The bluff on the right is Anthony's Nose, on the top of which a remarkable cavern opens, extending further down than it has ever been explored.)	
Schoharie Creek,.....	11
Amsterdam Village, (across the river,).....	5
Flint Hill,.....	6
Rotterdam Flats,.....	8
Schenectady,.....	3

ROAD TO ALBANY, 15½ miles. Numerous coaches go every day. A rail road is to be constructed.

ROAD TO BALLSTON AND SARATOGA. Both these roads offer the shortest and most expeditious communication with the places to which they conduct, and if the traveller should be in pressing haste, he should avail himself of them.

To travellers of leisure and taste, however, the canal boats are recommended to the Mohawk Bridge, although they are liable to many delays at the numerous locks along this difficult but interesting part of the canal.

FROM SCHENECTADY TO ALBANY,
By the Canal, 28½ miles.

Alexander's Bridge, (on the turnpike road to Albany and Ballston—an interesting scene,)... 4½ miles.

Upper Aqueduct, (on which the canal crosses the Mohawk,)..... ½

The *Young Engineer*, a rock on the right, so called, where the cutting is the deepest on the whole route, 32 feet deep,..... 4

Wat Hoix Gap,..... 5½

(A natural channel through which the canal is led more than 200 yards. The rocks are Grawacke slate. In the river is the Wat Hoix Rapid, which the Indians called the Evil Spirit, and sometimes the White Horse.)

Lower Aqueduct, 1188 feet long, on which the canal crosses the Mohawk again, on 24 stone abutments and piers..... 2½

The four Locks, 8 feet each, and Cohoes Falls. 2

(Canal boat to Clifton Park—route to the Springs.) See p. 52.

The two Locks, 9 feet each,..... ¾

The three Locks, and the Cohoes Bridge over the Mohawk,..... ¼

(Hence to Waterford, on the road to Ballston, Saratoga, &c. is about a mile and a half, where stage coaches are continually passing in the visiting season. By leaving the boat here, or a little below, where the canal meets the road, a seat may frequently be found in a passing coach, to Waterford or the Springs; or, some may prefer to take a boat on the Northern Canal, which is close at hand. We shall take up the land route after giving the

few remaining objects on the way to Albany, and referring the reader to page 42 for a description of that city.)
The Junction, where the Northern Canal, from

Lake Champlain, meets the Erie Canal,..... $\frac{1}{2}$ mile.
West Troy,..... 1

(Here is a cluster of buildings about the basins where the Troy boats lie. The dam across the Mohawk will afford an easy communication between the canal and Troy, which is seen on the opposite side. A good horse ferry-boat plies below.)

United States' Arsenal,..... 1

The Manor House of Gen. Van R  nsselaer,
called Rensselaerwyck,..... 5

Albany,..... 1

ROUTE TO THE SPRINGS.

[For the Road and Canal between Albany and Waterford, see page 50, and onward.]

WATERFORD.

This village is situated on the west side of the Hudson, across which the communication is convenient by means of the first bridge we have seen over this river. Lansingburgh stands opposite, and is a place of considerable size, but wearing an aspect of gradual decay. The streets of Waterford are wide, regular, and handsomely built. Some of the private houses are remarkable for their neatness. There are numerous rocky islands, with precipitous sides, at the mouth of the Mohawk River, which are seen at a little distance below the bridge. The boats on the Champlain Canal enter the Mohawk in full view of them, through guard locks, and are poled across, the current being stopped by a dam. The Cohoes Cotton Manufactory is on the south side of the river, at that place, and only about a quarter of a mile from the bridge. During the warm season of the year, this place is a great thoroughfare, lying on two roads to Albany, as well as in the way to both Ballston and Saratoga Springs, Lake George, &c. It is $21\frac{1}{2}$ miles to Ballston Springs, and 24 to Saratoga.

The approach to the village from the south-west, by the canal and the road, is uncommonly beautiful. It lies quite below you, with a little meadow in front, bounded by the canal and the Hudson, its white houses mingled with fine trees, and Diamond Hill rising behind, with its sides half cultivated, and half covered with woods.

Inn. Demarest's Stage House.

A few crystals are found on Diamond Hill.

The shortest road from Waterford to Ballston Springs is through *Newtown*, $18\frac{1}{2}$ miles. It passes over higher land than that through Mechanicville, and perhaps is not more sandy, but is not furnished with stage coaches. The usual road will be given afterwards.

On leaving Waterford, it verges to the west, and rises to an elevation of considerable height, which affords a view towards the south over a charming piece of country : the high, half-cultivated range of hills, which extend some miles down the Hudson in the rear of Lansingburgh and Troy, together with a broad strip of land on each side of the river, including the tract on the west bank, divided by parts of the Champlain and Erie Canals, and the mouth of the Mohawk River. From two miles further on, Saddle Mountain appears in view in the East, with a single peak more in the north, and at a still greater distance.

Much of this road is sandy, and a great deal of wheat and clover is cultivated.

NEWTOWN, $3\frac{1}{2}$ miles from Waterford.

HALF MOON, 4. From this place, the Catskill Mountains are plainly visible in clear weather.

Second Inn in Half Moon, 4.

About 3 miles beyond this place, the view opens, and shows that the traveller is in a kind of amphitheatre : the Greenfield Mountains in the west stretching far away to the north, and the Vermont Mountains in the east, which seem to approach them as they retire, with several fine and prominent peaks, particularly one which is about 3 miles beyond Bennington, Vt. famous for the defeat of Col. Baum, in the revolution. Afterwards the road passes near Ballston village, but without affording a sight of it ; and the *Springs*, being situated in a little valley, the first intimation you have of your approach is the sight of several tall evergreens, and a small pleasure house, on the top of a sharp hill, in the rear of Aldridge's boarding house.

FROM WATERFORD TO THE SPRINGS, BY MECHANICVILLE.

This is the usual road, but offers few objects of interest.

MECHANICVILLE, or the BOROUGH, $8\frac{1}{2}$ miles from Waterford. Here the coaches generally stop for breakfast or dinner. Near at hand is a Cotton Manufactory, whence the place derives its former name.

DUNNING-STREET. Here is a little village, at which the road turns off west for the Springs. About a mile south of it, we cross the Northern Canal.

STILLWATER is 3 miles above, and 4 miles beyond that is *Smith's Tavern*, where those will stop who wish to visit the Battle Ground, at Bemis's Heights.

Although the great crowd of travellers on this road will take the route to Ballston or Saratoga, yet as they will find few objects of any interest, it may be proper to introduce, in this place, an account of the expedition of Gen. Burgoyne, and the battle of Bemis's Heights, often known by the name of the battle of Saratoga, as we are within a few miles of the field.

Stillwater takes its name from the smoothness and quiet of the Hudson, which there spreads out over a broad surface, and hardly shows any appearance of a current. It is the place to which Gen. Schuyler retreated at the approach of Gen. Burgoyne, after removing all the stores, driving away the cattle, and throwing all possible obstacles in his way: afterward retreating to the island at the mouth of the Mohawk; and through this place, Gen. Gates, who soon after succeeded him in the command, marched up from Half Moon to take position on Bemis's Heights.

The reader is referred to the Maps, to observe the importance of the tract of country which lies along the route we have just entered upon. From Canada to the head of Lake Champlain there is an uninterrupted water communication, by which troops and every thing necessary to an army may be transported with the utmost facility. A short land carriage reaches Lake George. Wood Creek, at the south end of Champlain, is navigable in boats to Fort Anne, which is only 9 miles distant from Fort Edward, on Hudson River, whence the navigation is open to New-York. Here have consequently been many of the most important military operations which have ever been carried on in the United States. The first battle within this region, of which history gives any account, was fought between the French and the Five Nations of Indians, soon after the settlement of Canada, when the latter first learnt the terrible effect of gunpowder, and began to flee from the approach of civilization.

In the numerous expeditions which at subsequent periods were undertaken by the British against Canada, this route was taken in the attack, and not unfrequently in the retreat. The important events of the war of 1755, were almost confined to this region; and the revolution, and the last war with England, produced scenes which will be touched upon in their places.

The first period to which we shall refer, is that of the Revolution; and the first scene that of the battle of Saratoga, or Bemis's Heights, toward which we are fast approaching.

"I could here," says Dr. Dwight, "almost forget that Arnold became a traitor to his country, and satisfy myself with recollecting, that to his invincible gallantry, and that of the brave officers and soldiers whom he led, my country was, under God, indebted in a prime degree for her independence, and all its consequent blessings. I should think that an American, peculiarly an inhabitant of New-England or New-York, little to be envied, whose patriotism did not gain force upon the heights of Stillwater, or the plains of Saratoga. These scenes I have examined: the former with solemnity and awe, the latter with ardour and admiration, and both with enthusiasm and rapture. Here I have remembered; and here it was impossible not to remember, that on this very spot a controversy was decided, upon which hung the liberty and happiness of a nation destined one day to fill a continent; and of its descendants, who will probably hereafter outnumber the inhabitants of Europe."

BURGOYNE'S EXPEDITION.

Gen. Burgoyne* was appointed Governor of Canada in 1777, to succeed Sir Guy Carlton. He arrived at Quebec

* *General Burgoyne.*—(*From an English Work.*)—It is curious, that a man of such celebrity as a writer, a senator, and an officer, as the late Lieut. John Burgoyne, should be found among the number of those of whose youthful days no memorial has been preserved. Neither the time, place, nor circumstances of his birth are known. Even his parentage is doubtful. He is said, but upon what authority it does not appear, to have been a natural son of that Lord Bingley who died

in May, and reached Crown Point June 20th. Gen. Phillips was sent to Ticonderoga with the British right wing ;

at an advanced age in 1774. That he had the advantage of a liberal education, and early intercourse with polished society, is sufficiently evident from his writings ; and it is probable that he was early devoted to the profession of arms, for on the 10th of May, 1759, he was raised to the rank of Lieut. Colonel, and in the August of the ensuing year, he was appointed Lieut. Col. Commandant of the 16th Light Dragoons. His after services at different periods, in Spain, Portugal, and America, are all well known, especially the unfortunate termination of his military career at Saratoga, which, though it tarnished not his honour, cast a shade over his brow ever afterward conspicuous to the physiognomical eye. He made, on certain occasions, no ordinary figure in Parliament. He moved in the first circles, and married Lady Charlotte Stanley, a daughter of the Earl of Derby ; and yet we know not who and what he originally was. He was the author of four successful dramas :—the Maid of the Oaks, the Lord of the Manor, Richard Cœur de Lion, and the comedy of the Heiress ; and yet the curiosity of his biographer, even in this anecdote-dealing and memoir-sifting age, cannot trace his origin, or the scenes of his education. The tale of the Lord of the Manor seems, in some degree, to have been disguised in the modification of the character and circumstances by the incident of his own matrimonial connexion : for his was a clandestine and unauthorized marriage, at a time when he held only a subaltern's commission in the army ; and is said to have excited at first the resentment of the lady's father to such a degree, that he declared his resolution never to admit the offenders into his presence, though in process of time, the anger of the Earl subsided, a reconciliation was effected, and was succeeded by a warm and lasting attachment. It is probable, also, that the memory of his lady, who died in 1776, at Kensington Palace, during his absence in America, is embalmed by the affectionate regrets of the General, in that beautiful air in the first act of that opera :

“ Encompassed in an angel's frame,

An angel's virtues lay :

Too soon did heaven assert the claim,

And call its own away.

My Anna's worth, my Anna's charms,

Must never more return !

What now shall fill these widow'd arms !

Ah, me ! my Anna's urn !”

M

and the outposts and the fort were successively abandoned by the Americans. The news of the evacuation of this place was a most disheartening piece of intelligence to the country. It had been confidently hoped that an effectual resistance would there be offered to a force which threatened the liberty of America ; or at all events, that a heroic stand would be made at that important post, which had so long been regarded as an almost impregnable fortress.

The real strength and importance of Ticonderoga, proves, however, to have been fatally overrated. With an oversight which seems truly astonishing at the present day, the neighbouring mountain had been left entirely unoccupied, although it rises at so short a distance as completely to command the fort. General Phillips was too skilful a soldier to overlook the advantages of the country ; and the rising sun of August 16th showed his cannon on the summit of Mount Defiance, ready to open their fire on the fortress below. Gen. St. Clair saw that all hope of maintaining his position was entirely lost, and immediately commenced his retreat, pursued at no great distance by General Burgoyne. The news of St. Clair's retreat spread consternation throughout the country. A powerful army, containing 6000 regular troops and a large body of Canadian militia and Indians, had now passed the boundary of the country ; and having got this important pass into their possession, found the way open before them to Hudson River, and the force which had been collected to oppose their progress, all scattered and flying with precipitation.

The rear, under Col. Warner, was overtaken by Gen. Frazer, and after an action forced to fly. Gen. Burgoyne pursued by water, and sent Lieut. Col Hill onward, who met Col. Long at Battle Hill, and after suffering much in an engagement of two hours, was reinforced by some Indians, who came up in time to save him, and to induce the Americans to retreat. At Hubbardton, the latter suffered severely, and lost their stores at Skeenesborough, where Burgoyne stopped to make arrangements for future operations. During his delay, Gen. Schuyler obstructed the channel of Wood Creek, removed every thing valuable from the country, and took the stores from Fort George to Fort

Edward ; sending for regular troops, and calling for the militia of the neighbouring states, both which were supplied. Gen. Arnold and Col. Morgan joined him with a body of riflemen, and Gen. Lincoln with the New-England militia ; and he fell back to Saratoga and Stillwater.

BATTLE OF BENNINGTON.

While these preparations were making for a general engagement, the battle of Bennington occurred, which must now be introduced to preserve the order of time. Being in want of provisions, Gen. Burgoyne had despatched Lt. Col. Baum with his Hessians, to seize the public stores at Bennington. He was supported by Lieut. Col. Brechman, who stopped at Baten Kill. Brig. Gen. Stark with the New-Hampshire troops, joined by Col. Warner, attacked Col. Baum at the Wallomsack River, where they were encamped, July 16th, (1777,) and in two hours, forced their works, and completely defeated them. Col. Warner began the attack on Col. Brechman, wounded him mortally, and took him prisoner, and put his troops to flight.

226 of the British troops were killed at the battle of Bennington, or rather the battle of *Hoosac*, as it was fought in that town. 700 soldiers were taken prisoners, and 36 officers.

To return to the principal scene of action. Gen. Gates now received the command of the American troops, which had been greatly reinforced ; and marching them from the east side of Hudson River, opposite Half Moon, to Stillwater, on the west side, took a position on Bemis's Heights, the scene of the important action soon to be described.

BEMIS'S HEIGHTS.

A ridge of elevated ground, beginning on the left, about a quarter of a mile from the river, and stretching off towards the north-west, offered great advantages for the defence of the road.

GEN. GATES' CAMP

was about half a mile from the road on the left, and his quarters were in a house which is yet standing, although very old. A bye-road leads to the place ; and the traveler, if he is able, will find himself repaid by examining the old entrenchments, and afterwards proceeding along the heights, which were occupied by the American troops. By making a considerable circuit by a road in some places rough, he may ride over the encampment and the scenes of the two battles, and then come back to the river at Smith's little tavern, 3 miles above this place, or cross over to the Springs. The space between the river and the brow of the hill was crossed by a deep entrenchment defended with artillery, and almost impracticable.

THE AMERICAN LINES,

Three-quarters of a mile long, were furnished with a breast work of logs, (the hills being almost entirely a forest,) and the left terminated opposite the enemy's right. From the left almost to the centre, the ground is level, and was partly cleared, yet much encumbered with fallen and girdled trees. An opening, left of the centre, had a battery—thence a ravine ran to the right.

Near the house once occupied by Gen. Gates, and close by a rail fence, are seen some remains of the entrenchments which defended the American camp. The view from many parts of this elevated ground is extensive and delightful, embracing the fertile shores and uplands of the Hudson, with many surrounding hills and distant mountains.

It will be recollected, that the expedition under Sir Henry Clinton, who proceeded up Hudson River to Kingston, was intended to co-operate with Gen. Burgoyne, but failed to produce the effect.

THE BRITISH LINES

stretched from a hill opposite the American left, in a straight line across the meadow to the Hudson River. The

following account of their approach from Lake George is from Gen. Wilkinson's Memoirs.

“General Burgoyne crossed the Hudson River the 13th and 14th of September, and advanced with great circumspection on the 15th from Saratoga to Davocote, where he halted to repair bridges in his front. The 16th was employed on this labour, and in reconnoitering: on the 17th he advanced a mile or two, resumed his march on the 18th, and Gen. Arnold was detached by Gen. Gates, with 1500 men, to harass him; but after a light skirmish, he returned without loss or effecting any thing more than picking up a few stragglers; and the enemy moved forward, and encamped in two lines, about two miles from Gen. Gates; his left on the river, and his right extending at right angles to it, across the low grounds about six hundred yards, to a range of steep and lofty heights occupied by his elite, having a creek or gulley in his front, made by a rivulet which issued from a great ravine, formed by the hills, which ran in a direction nearly parallel to the river, until within half a mile of the American camp.”

The Northern or Champlain Canal, and the coach road, cross the ground occupied by the American right, and soon afterwards that occupied by the British lines. About half a mile south of the latter is the house of *Major Buel*, who served as a guide to the troops, and now conducts travellers to the field. He is old and poor, but strong and active.

THE BATTLE GROUND

is on an elevated plain, about two miles above Gen. Gates' camp, and the same distance west from Smith's tavern. It may be taken in the way from the Springs, but it is better to go first to Smith's for a guide, and to take or prepare for refreshment. From Smith's to the battle ground, the road is quite romantic, along the south side of Cumminskill, with a steep bank on each side for part of the distance. Here Burgoyne marched up to extend his right, and turn the American left. The open ground at the end is the field of battle.

The most severe fighting in the first battle, was at a little knoll, in a field on the south, passing two fences.

BATTLE OF SEPT. 19th.

In the morning, it was reported by Col. Colburn, who was watching the enemy, that they were beginning to ascend the hill towards the American left. Gen. Gates sent Col. Morgan to oppose them, and the firing began about noon. The action extended, and in three hours was general, and continued without interruption till dark. The American troops engaged amounted to 3000; the British to 3500. The following account is from Gen. Wilkinson.

"This battle was perfectly accidental; neither of the generals meditated an attack at the time, and but for Lieut. Col. Colburn's report, it would not have taken place; Burgoyne's movement being merely to take ground on the heights in front of the great ravine, to give his several corps their proper places in line, to embrace our front and cover his transport, stores, provisions, and baggage, in the rear of his left; and on our side, the defences of our camp being not half completed, and reinforcements daily arriving, it was not Gen. Gates's policy to court an action. The misconception of the adverse chiefs put them on the defensive, and confined them to the ground they casually occupied at the beginning of the action, and prevented a single manœuvre, during one of the longest, warmest, and most obstinate battles fought in America. Gen. Gates believed that his antagonist intended to attack him, and circumstances appeared to justify the like conclusion on the part of Burgoyne; and as the thickness and depth of the intervening wood concealed the position and movements of either army from its adversary, sound caution obliged the respective commanders to guard every assailable point; thus the flower of the British army, the grenadiers and light infantry, one thousand five hundred strong, were posted on an eminence to cover its right, and stood by their arms, inactive spectators of the conflict, until near sunset; while Gen. Gates was obliged to keep his right wing on post, to prevent the enemy from forcing that flank, by the plain bordering on the river. Had either of the generals been properly apprized of the dispositions of his antagonist, a serious blow might have been struck on our left, or the enemy's right;

but although nothing is more common, it is as illiberal as it is unjust, to determine the merits of military operations by events exclusively. It was not without experience that the Romans erected temples to Fortune. Later times might afford motives for edifices, in which Genius or Wisdom would have no votaries.

“The theatre of action was such, that although the combatants changed ground a dozen times in the course of the day, the contest terminated on the spot where it began. This may be explained in a few words. The British line was formed on an eminence in a thin pine wood, having before it Freeman’s farm, an oblong field, stretching from its centre towards its right, the ground in front sloping gently down to the verge of this field, which was bordered on the opposite side by a close wood. The sanguinary scene lay in the cleared ground, between the eminence occupied by the enemy, and the wood just described. The fire of our marksmen from this wood was too deadly to be withstood by the enemy in line, and when they gave way and broke, our men rushing from their covert, pursued them to the eminence, where, having their flanks protected, they rallied, and charging in turn, drove us back into the wood, from whence a dreadful fire would again force them to fall back ; and in this manner did the battle fluctuate, like the waves of a stormy sea, with alternate advantage for four hours, without one moment’s intermission. The British artillery fell into our possession at every charge, but we could neither turn the pieces upon the enemy, nor bring them off ; the wood prevented the last, and the want of a match the first, as the linstock was invariably carried off, and the rapidity of the transitions did not allow us time to provide one. The slaughter of this brigade of artillerists was remarkable, the captain and thirty-six men being killed or wounded out of forty-eight. It was truly a gallant conflict, in which death by familiarity lost his terrors, and certainly a drawn battle, as night alone terminated it ; the British army keeping its ground in rear of the field of action, and our corps, when they could no longer distinguish objects, retiring to their own camp.”

THE INTERVAL BETWEEN THE TWO BATTLES.

This time, from Sept. 19th till Oct. 7th, was devoted to strengthening their fortifications, and by Gen. Gates to collecting also large reinforcements of militia. Gen. Burgoyne is said to have planned an attack on the 20th and 21st of September, but fortunately delayed until the Americans were in the best situation to oppose him. Attacks on the British pickets took place almost every night, and they were continually harassed.

BATTLE OF OCTOBER 8.

Gen. Wilkinson gives the following description of this battle.

“On the afternoon of Oct. 7th, the advanced guard of the centre beat to arms; the alarm was repeated throughout the line, and the troops repaired to their alarm posts. I was at head quarters when this happened, and with the approbation of the General, mounted my horse to inquire the cause; but on reaching the guard where the beat commenced, I could obtain no other satisfaction, but that some person had reported the enemy to be advancing against our left. I proceeded over open ground, and ascending a gentle acclivity in front of the guard, I perceived about half a mile from the line of our encampment, several columns of the enemy, 60 or 70 rods from me, entering a wheat field which had not been cut, and was separated from me by a small rivulet; and without my glass I could distinctly mark their every movement. After entering the field, they displayed, formed the line, and set down in double ranks with their arms between their legs. Foragers then proceeded to cut the wheat or standing straw, and I soon after observed several officers, mounted on the top of a cabin, from whence with their glasses they were endeavouring to reconnoitre our left, which was concealed from their view by intervening woods.

“Having satisfied myself, after fifteen minutes’ attentive observation, that no attack was meditated, I returned and reported to the General, who asked me what appear-

ed to be the intention of the enemy. 'They are foraging and endeavouring to reconnoitre your left; and I think, Sir, they offer you battle.' 'What is the nature of the ground, and what your opinion?' 'Their front is open, and their flanks rest on the woods, under cover of which they may be attacked; their right is skirted by a lofty height. I would indulge them.' 'Well, then, order on Morgan to begin the game.' I waited on the Colonel, whose corps was formed in front of our centre, and delivered the order. He knew the ground, and inquired the position of the enemy: they were formed across a new cultivated field, their grenadiers with several field pieces on the left, bordering on a wood and a small ravine formed by the rivulet before alluded to; their light infantry on the right, covered by a worm fence at the foot of the hill before mentioned, thickly covered with wood; their centre composed of British and German battalions. Col. Morgan, with his usual sagacity, proposed to make a circuit with his corps by our left, and under cover of the wood to gain the height on the right of the enemy, and from thence commence his attack, so soon as our fire should be opened against their left; the plan was the best which could be devised, and no doubt contributed essentially to the prompt and decisive victory we gained.

"This proposition was approved by the General, and it was concerted that time should be allowed the Colonel to make the proposed circuit, and gain his station on the enemy's right before the attack should be made on their left: Poor's brigade was ordered for this service, and the attack was commenced in due season on the flank and front of the British grenadiers, by the New-Hampshire and New-York troops. True to his purpose, Morgan, at this critical moment, poured down like a torrent from the hill, and attacked the right of the enemy in front and flank. Dearborn, at the moment when the enemy's light infantry were attempting to change front, pressed forward with ardour and delivered a close fire; then leaped the fence, shouted, charged, and gallantly forced them to retire in disorder; yet headed by that intrepid soldier the Earl of Balcarras, they were immediately rallied and re-formed behind a fence in rear of their first position; but being now attacked with great audacity in front and

flanks by superior numbers, resistance became vain, and the whole line, commanded by Burgoyne in person, gave way and made a precipitate and disorderly retreat to his camp, leaving two 12, and six 6 pounders on the field, with the loss of more than 400 officers and men killed, wounded, and captured, and among them the flower of his officers, viz. Brigadier Gen. Frazer,* Major Ackland, commanding the grenadiers, Sir Francis Clark, his first aid-de-camp, Major Williams, commanding officer of the artillery, Captain Money, deputy quarter-master general, and many others. After delivering the orders to General Poor, and directing him to the point of attack, I was peremptorily commanded to repair to the rear, and order up Ten Broeck's brigade of York militia, 3000 strong. I performed this service, and regained the field of battle at the moment the enemy had turned their back, fifty-two minutes after the first shot was fired. The ground which had been occupied by the British grenadiers presented a scene of complicated horror and exultation. In the square space of twelve or fifteen yards lay eighteen grenadiers in the agonies of death, and three officers propt up against stumps of trees, two of them mortally wounded, bleeding, and almost speechless. What a spectacle for one whose bosom glowed with philanthropy, and how vehement the impulse which excites men of sensibility to seek such scenes of barbarism !

“I found the courageous Colonel Cilley a-straddle on a brass twelve-pounder and exulting in the capture—whilst a surgeon, a man of great worth, who was dressing one of the officers, raising his blood-besmeared hands in a frenzy of patriotism, exclaimed, Wilkinson, I have dipped my hands in British blood. He received a sharp rebuke for his brutality, and with the troops I pursued the hard-pressed flying enemy, passing over killed and wounded until I heard one exclaim, ‘protect me Sir, against this boy.’ Turning my eyes, it was my fortune to arrest the

* General Frazer was shot in the meadow, near the fence by the road side, just south of the blacksmith's shop. The spot is marked by the third tree in a row of poplars.

purpose of a lad thirteen or fourteen years old, in the act of taking aim at a wounded officer who lay in the angle of a worm fence. Inquiring his rank, he answered, 'I had the honour to command the grenadiers;' of course, I knew him to be Major Ackland, who had been brought from the field to this place, on the back of a captain Shrimpton of his own corps, under a heavy fire, and was here deposited, to save the lives of both. I dismounted, took him by the hand, and expressed hopes that he was not badly wounded; 'not badly,' replied this gallant officer and accomplished gentleman, 'but very inconveniently, I am shot through both legs; will you, Sir, have the goodness to have me conveyed to your camp?' I directed my servant to alight, and we lifted Ackland into his seat, and ordered him to be conducted to head quarters. I then proceeded to the scene of renewed action, which embraced Burgoyne's right flank defence, and extending to his left, crossed a hollow covered with wood, about 40 rods to the entrenchment of the light infantry. The roar of cannon and small arms at this juncture was sublime, between the enemy, behind their works, and our troops entirely exposed, or partially sheltered by trees, stumps, or hollows, at various distances, not exceeding 120 yards. This right flank defence of the enemy, occupied by the German corps of Breyman, consisted of a breast-work of rails piled horizontally between perpendicular pickets, driven into the earth, *en potence* to the rest of his line, and extended about 250 yards across an open field, and was covered on the right by a battery of two guns. The interval from the left to the British light infantry was committed to the defence of the provincialists, who occupied a couple of log cabins. The Germans were encamped immediately behind the rail breast-work, and the ground in front of it declined in a very gentle slope for about 120 yards, when it sunk abruptly; our troops had formed a line under this declivity, and covered breast high, were warmly engaged with the Germans. From this position, about sunset, I perceived Brigadier General Learned advancing towards the enemy with his brigade, in open column, I think with Colonel M. Jackson's regiment in front, as I saw Lieutenant Colonel Brooks, who commanded it, near the General when I rode up to him. On saluting this brave old

soldier, he inquired, 'where can I *put in* with most advantage?' I had particularly examined the ground between the left of the Germans and the light infantry, occupied by the provincialists, from whence I had observed a slack fire; I therefore recommended to General Learned to incline to his right, and attack at that point; he did so with great gallantry; the provincialists abandoned their position and fled; the German flank was by this means uncovered; they were assaulted vigorously, overturned in five minutes, and retreated in disorder, leaving their gallant commander, Lieutenant-Colonel Breyman, dead on the field. By dislodging this corps, the whole British encampment was laid open to us; but the extreme darkness of the night, the fatigue of the men, and the disorder incident to undisciplined troops after so desultory an action, put it out of our power to improve the advantage; and in the course of the night General Burgoyne broke up his camp, and retired to his original position, which he had fortified, behind the great ravine."

The British lost in killed, wounded, and prisoners, about 600; the Americans 319. The German officers said they had never before met so vigorous and terrible a fire. Several American officers who walked over the field after midnight, found no enemy to interrupt them.

GENERAL FRAZER'S GRAVE

is on the hill a little west of Smith's. At his own request, he was buried in the great redoubt, the remains of which are plainly visible.

Oct. 8th, frequent attacks were made on Gen. Balcarras' corps, and the British expected a general action.

GENERAL BURGoyNE'S RETREAT

commenced that night towards Lake George; but he was pursued and intercepted so promptly, that he was obliged to stop and take a position at Schuylersville, near which he surrendered ten days after the battle. The place will be particularly noticed on the "Excursion to Saratoga Lake."

After perusing the foregoing descriptions of those two

most important battles, the traveller will be greatly interested in learning that Smith's inn, to which he has before been directed, was at that period the

QUARTERS OF GEN. BURGOYNE.

The house now stands by the road side, but the place where it then was is a spot at the foot of the hill, and about 200 yards from the river. The cellar is still to be seen, in a field near an apple tree, a little north of the road that crosses the canal. Willard's Mountain is an eminence a few miles off, on the opposite side of the river. During the last battle, the Americans had a few cannon on the rising ground above the eastern shore, a quarter of a mile above Smith's, and thence proceeded the shot of which the Baroness Reidesel speaks in the succeeding note. Several ladies of distinction were its inmates at the time when the British troops were here, being the wives of some of his principal officers. Among these were the Baroness Reidesel,* with her children, wife of General

Extract of a letter from the Baroness, afterwards published in Germany.

* " But severe trials awaited us, and on the 7th of Oct. our misfortunes began. I was at breakfast with my husband, and heard that something was intended. On the same day I expected Generals Burgoyne, Phillips and Frazer to dine with us. I saw a great movement among the troops; my husband told me, it was merely a reconnoissance, which gave me no concern as it often happened. I walked out of the house and met several Indians in their war dresses, with guns in their hands. When I asked them where they were going, they cried out War! War! (meaning they were going to battle.) This filled me with apprehension, and I scarcely got home before I heard reports of cannon and musketry, which grew louder by degrees, till at last the noise became excessive. About 4 o'clock in the afternoon instead of the guests whom I expected, General Frazer was brought on a litter mortally wounded. The table which was already set, was instantly removed, and a bed placed in its stead for the wounded General. I sat trembling in a corner; the noise grew louder and the alarm increased; the thought that my husband might perhaps be

Reidesel, Lady Harriet Ackland, wife of Major Ackland, commander of the British Grenadiers. The former published an account of what she saw during this trying and

brought in, wounded in the same way, was terrible to me, and distressed me exceedingly. General Frazer said to the surgeon, "*tell me if my wound is mortal, do not flatter me.*" The ball had passed through his body, and unhappily for the General, he had eaten a very hearty breakfast, by which the stomach was distended, and the ball, as the surgeon said, had passed through it. I heard him often exclaim with a sigh, "OH FATAL AMBITION! POOR GENERAL BURGOYNE! OH MY POOR WIFE!" He was asked if he had any request to make, to which he replied, that "IF GENERAL BURGOYNE WOULD PERMIT IT, HE SHOULD LIKE TO BE BURIED AT SIX O'CLOCK IN THE EVENING ON THE TOP OF A MOUNTAIN, IN A REDOUBT WHICH HAD BEEN BUILT THERE." I did not know which way to turn, all the other rooms were full of sick. Towards evening I saw my husband coming, then I forgot all my sorrows and thanked God that he was spared to me. He ate in great haste with me and his aid-de-camp behind the house. We had been told that we had the advantage of the enemy, but the sorrowful faces I beheld told a different tale, and before my husband went away he took me one side, and said every thing was going very bad, that I must keep myself in readiness to leave the place, but not to mention it to any one. I made the pretence that I would move the next morning into my new house, and had every thing packed up ready.

"Lady H. Ackland had a tent not far from our house; in this she slept, and the rest of the day she was in the camp. All of a sudden a man came to tell her that her husband was mortally wounded and taken prisoner; on hearing this she became very miserable, we comforted her by telling her, that the wound was only slight, and at the same time advised her to go over to her husband, to do which she would certainly obtain permission, and then she could attend him herself; she was a charming woman and very fond of him. I spent much of the night in comforting her, and then went again to my children whom I had put to bed. I could not go to sleep, as I had General Frazer and all the other wounded gentlemen in my room, and I was sadly afraid my children would awake and by their crying disturb the dying man in his last moments, who often addressed me and apologized "*for the trouble he gave me.*" About 3 o'clock in the morning I was told he could not

dangerous contest, after her return to Europe. The house was converted into an hospital during the second battle, and Gen. Frazer died on the 8th of October in what is now the bar room. His grave is on the hill.

hold out much longer ; I had desired to be informed of the near approach of this sad crisis, and I then wrapped up my children in their clothes, and went with them into the room below. About 8 o'clock in the morning *he died*. After he was laid out and his corpse wrapped up in a sheet, we came again into the room, and had this sorrowful sight before us the whole day, and to add to this melancholy scene, almost every moment some officer of my acquaintance was brought in wounded. The cannonade commenced again ; a retreat was spoken of, but not the smallest motion was made towards it. About 4 o'clock in the afternoon I saw the house which had just been built for me in flames, and the enemy was now not far off. We knew that General Burgoyne would not refuse the last request of General Frazer, though by his acceding to it, an unnecessary delay was occasioned, by which the inconvenience of the army was much increased. At 6 o'clock the corpse was brought out, and we saw all the Generals attend it to the mountain ; the chaplain, Mr. Brundell, performed the funeral service, rendered unusually solemn and awful, from its being accompanied by constant peals from the enemy's artillery. Many cannon balls flew close by me, but I had my eyes directed towards the mountain, where my husband was standing, amidst the fire of the enemy, and of course, I could not think of my own danger.

"General Gates afterwards said, that if he had known it had been a funeral he would not have permitted it to be fired on.

"Lady Harriet Ackland went to the American camp after the action, to take care of her husband before the surrender, and the Baroness Reidesel afterwards. They were both received with the greatest kindness and delicacy."

BALLSTON SPRINGS.

This village is situated in a little valley, surrounded by hills, with much the aspect of having once been the bed of a small lake. The high ground enclosing it, gives an air of seclusion to the place, at the same time that it furnishes a variety of pleasant scenery. The Kayderoseros brook flows through the valley, in some places overhung by the groves of forest trees that cover the hills.

The *Sans Souci Hotel* is the principal house in the place, and is at least equal in plan and in arrangement to any similar establishment in the country. Aldridge's is a highly respectable house, in a very pleasant situation. Mrs. Mc Masters'; the Village Hotel, &c. are in the neighbourhood.

SANS SOUCI

is a building of great size, occupying the corner where the village street meets the road to Saratoga. It has a fine piazza opening upon the former, and presents a front of 156 feet long with a wing extending back from each end 150 feet, all of them three stories high, and containing in all lodging for nearly 150 persons. The dining room can easily accommodate that number, and the public parlour is large, airy and pleasant, extending to the ladies' private parlour. There is a beautiful meadow in the rear of the house which is to be made free of some encumbrances, and to be planted with trees, laid out in walks, &c. for the convenience of visitors.

Scarcely any thing in this country can exceed the scene of gayety which this house presents in the visiting season. When crowded with people, Sans Souci is usually the scene of several balls in the week, to say nothing of the fishing parties, riding parties, &c. &c. which fill up the day. The variety of scenery in the neighbourhood is sufficient to attract many of those who resort to this place of health and pleasure; and walking and riding will be found much more agreeable here than at Saratoga. Some of the particular routes and objects will be designated hereafter.



Eng'd by CHITROP, New York.

MR. ALDRIDGE'S HOUSE

was the first respectable one ever opened in this place for the accommodation of visitors. Its size being sufficient only for a more limited number of persons, a visitor of quiet habits or in ill health, will here find himself retired from the noise and bustle which enter so largely into the amusements of the more gay and robust. The house has a pleasant garden, with a long flight of steps leading to a commanding elevation which overlooks the village below.

MR. COREY'S HOUSE

is situated at a little distance south of Aldridge's and has a pleasant appearance, having a handsome green in front and a piazza. It was however closed in 1825.

The La Fayette Spring,

which yields a fine and sparkling chalybeate water, was discovered early in the summer of 1825. It is supposed by many to be in fact identical with "the Old Spring," which is soon to be spoken of, being distant from it only about thirty feet. It is very cold and highly charged with oxyde of iron and carbonic acid gas, which have given it a high reputation.

The Old Spring,

which is in the middle of the street opposite Aldridge's, was the first discovered in all this part of the country. It is said that the inhabitants were induced to trust to its peculiar virtues by the example of the deer of the forest, which had resorted to it in such numbers as to form beaten paths from every direction to the spot. In 1792 there was not a house within two or three miles of this spot.

The Old Spring has lost much of its original excellence, which appears to be in a good degree transferred to the La Fayette.

The Saline, or United States Spring

is near the bathing house connected with the Sans Souci. It was discovered four or five years since, and contains a

large quantity of oxyde of iron, together with glauber and other salts, so that it is at once a strong saline and chalybeate water. The iron is in such quantities as to be perceptible to the taste.

The neighbouring country was almost a perfect wilderness at the close of the revolutionary war; for the natural military route between Canada and the U. States lay through it, and the Five Nations of Indians were so near on the western side, and were so frequently passing over it on their war parties, that few white men were willing to encounter the dangers and risks to which such a residence must necessarily be exposed.

For some years the only place where visitors could find shelter here, was in a log house, near the Old Spring, which was for some time the only object of notice. The springs near the Sans Souci were subsequently discovered, and have enjoyed their portion of celebrity. In 1817 four springs of different qualities were found near the great manufactory built by Mr. Low. Their history is worthy of attention, as it shows the singular changes which sometimes take place in this mysterious soil, where springs occasionally appear, change places and disappear, without any apparent cause. Some surprising power is constantly at work somewhere beneath the surface, which the wisest students of nature are unable to explain or to comprehend. The branch of the Kayderosseros brook which flows through the Spa Village, was raised to an unusual height by a flood in the summer of 1817, which threw its current into a new channel further towards the east than its former one. The old bed was thus left dry; and four springs were found rising side by side, all of them within a space of about twenty feet square, and all of qualities entirely different. One resembled in some degree the old spring, but contained a surplus of carbonic acid gas and sparkled like champaign; the next contained much glauber salts, and was somewhat like the Congress Spring at Saratoga; the third was brine, like sea water; and the fourth perfectly fresh. A platform was raised that covered them all, and wooden tubes were sunk into the two first, which were only two or three feet apart; and for three or four seasons they attracted all visitors, so much so that the Old Spring was

deserted. The first spring was peculiarly fine, and the favourite of all; but it at length began to lose its flavour, gas, and virtue; and the four springs now flow off together in a stream of almost pure water.

QUALITIES OF THE BALLSTON WATERS.

NEW-HAVEN, April 27, 1824.

Dear Sir,

You request my opinion of the mineral waters at Ballston Spa. They are in my view very valuable, and I can discern no serious reason why public opinion should be less favourable to them now than formerly. I became acquainted with the Old Spring, near Mr. Aldridge's, in consequence of using its waters uninterruptedly at the fountain head, for a month, in the Autumn of 1797; and a residence of the same length of time, at Ballston Spa, during the last summer, gave me an opportunity of renewing my acquaintance with the Old Spring, and of becoming familiar also with those more recently discovered fountains, which have been opened and brought into use. The Old Spring, appears substantially, as it did in 1797, and is, I suppose, surpassed by no mineral fountain in the world as a brisk, copious, slightly saline, and strong chalybeate. The principal spring* under the bath house, while it is also a brisk chalybeate, is beside in a high degree saline, and is probably unrivalled as a natural combination of this class. Its cathartic properties are strong, and its tonic powers equally so. There is no spring, either at Ballston Spa or Saratoga Springs, which I should prefer to this. I speak of my own experience—for some persons, a brisk cathartic water, scarcely chalybeate at all, like the Congress Spring, may be preferable. The Congress Spring is also, so far as I am informed, without a rival, in its class—but it is scarcely proper to call it a

* Mr. Silliman has analyzed the water of this spring, which is now called the United States, and found half a gallon of it to contain 270 grains of salt; iron, lime, and magnesia, 100. It is at once highly saline and chalybeate, which is very remarkable.

chalybeate, as it is so only in a slight degree. There is no reason why the establishments at Saratoga Springs and at Ballston Spa should regard each other with an unfriendly feeling. The accommodations of both are too good to need praise from me, and the bounty of the Creator has poured forth these fountains of health, in the great valley (for I regard the springs of Ballston Spa and Saratoga as parts of one great system) with a profuse benevolence, unknown in any other country. Nothing can exceed the variety, copiousness, and excellence of the springs at Saratoga—but those of Ballston Spa are in no respect except that of number and variety inferior to them, and I trust the day is not distant, when a truly liberal feeling, will in both villages, lead to mutual commendation, and an amicable rivalry, in efforts to please and to accommodate their guests; and the salutary effect will then, I am persuaded, soon be visible, in the increased number of visitors, from every part of this great continent; a number more than sufficient to fill both villages, and fully to reward the spirited and liberal proprietors of their respective public establishments.

With the best wishes for the prosperity of both places I remain

Your Obt. Servt.

B. SILLIMAN.

Low's Manufactory is four stories high, about 170 feet long, and 40 feet wide, with a large room in each of the three upper stories about 115 feet long. It is not used.

There is a *Reading Room and Circulating Library* kept at the store of Mr. Comstock, and a book is also kept, in which the names of visitors arriving at the principal houses are daily entered, for the information of others.

The Lover's Leap is a precipice of 60 or 70 feet, which overhangs the Kayderosseros, and overlooks a romantic and secluded little valley, at the distance of about half a mile from the springs. The road leads up the hill beyond Aldridge's, and through a dark pine grove. A half trodden path turns off at the right and conducts to the precipice, which is a pleasant retreat in the heat of the day, affording a fine shade and frequently a pleasant breeze, as

well as the view of a wild scene below, to which a steep descent conducts on the left hand.

BALLSTON LAKE

is a pretty little sheet of water about 4 miles distant ; but as SARATOGA LAKE is much larger, more accessible and more beautiful, and is supplied with accommodations for fishing parties, it is more worthy of attention, and to the description of it we refer the stranger. The distance is $4\frac{1}{2}$ miles, and $5\frac{1}{2}$ from *Saratoga Springs*. It is only six miles from Ballston Spa to the south end, where is the finest view of it, on the way to the battle ground. The road is rather stony and rough, but perfectly safe, and has some pleasant spots, and several extensive views. The Green Mountains in Vermont present a very noble appearance, and several ridges of hills between, afterwards succeeded by the swelling and fertile shores of the Hudson, form a various and delightful landscape.

Mr. Stimpson's Farm in Galloway, is 11 miles west from Ballston Springs.

He is an excellent farmer and his house a very good inn. Take the road of the sand hill by Aldridge's, passing near the Lover's Leap, and following the Johnstown road. His house is on a high ridge of land ; the farm contains 800 acres, 360 of which are cultivated, principally for grain and grass. He raises 40 or 50 bushels of wheat to an acre by late ploughing, about 3 inches. He soaks his seed wheat in brine and rolls it in lime, to preserve it from insects. Other seeds he rolls in plaster. He has raised 700 bushels of potatoes to an acre. His corn is planted two feet apart one way, and two and a half the other.

His fences are of stone and wood—a low stone wall with timber in it, to secure the parts above ground. A fence of two rails is thus made above ; the rails being of plank, about four inches wide. Of this kind of fence, he has on his farm what would measure 15 miles.

The place enjoys so fine and healthy a situation, and the inn is so well kept, being one of the best in this part of the country, that it is the resort of many visitors from different quarters, who frequently spend days or weeks

there. The charges are more moderate than at the Springs.

The view is commanding and the air fine. From an eminence west of the house, no less than 13 counties may be discovered. The church is half a mile distant, and the road to Ballston pretty good.

REMARKS ON THE ROUTES.

At the Springs many a traveller has to arrange his future journeys, either for business or pleasure ; and as Ballston and Saratoga are pre-eminently places of leisure, some general hints concerning the different routes will not be misplaced.

NORTH. The roads to *Lake George*, Lake Champlain, Montreal, &c. belonging more properly to Saratoga, will be given under that head.

EAST. The traveller is referred to the same place and Albany also for the roads leading into New England.

SOUTH. Two or three steam boats leave Albany for New-York every day, and as many arrive from that city. Several others will also ply every week between New-York and Troy. They touch at numerous points on the river, so that passengers can land where they please. The newspapers will furnish all necessary information concerning their periods of departure and return ; and coaches from the Springs so regulate their time as to accommodate the traveller. The larger boats are generally preferred, on account of the fine air and prospect enjoyed from their upper decks ; but they are sometimes more crowded than the small ones, and when the water in the river is low, some of them can come up no higher than the Overslaugh, 4 miles below Albany, to which place passengers are taken down in the little steam boat *Fire-Fly*, &c. The *safety barges* are once more recommended, for their superior safety and convenience.

There are *three roads* to ALBANY : by Waterford, by Schenectady, and by *Clifton Park*, in coaches and canal boats.

The last will be the pleasantest, if well attended to. From Waterford you may take either side of the river. On the west side are the Cohoes Falls, the remarkable "nine locks" on the Erie Canal, the junction

of the two Canals, and route of the former quite to Albany. On the east side the road passes over a bridge to Lansinburgh, through Troy, and re-crosses by a good and safe ferry.

For notices of these places and objects, see pages 51, and 55, 56.

The *second* road, which goes through Schenectady, is rather circuitous, but will give the stranger an opportunity of travelling 27 miles on the Erie Canal, along the course of the Mohawk, and a sight of the various objects mentioned in page 119, &c. A considerable part of two days will be necessary on this route from Ballston to Albany, but a single one will be sufficient if he takes the stage coaches to Clifton Park, on the Erie Canal, and most of these objects will be seen.

WEST. The grand western route, through Utica, and leading to Niagara and Lake Erie, has been already traced out with sufficient particularity for the use of most travellers; and to that those readers are referred, who intend to pursue that course after leaving the Springs. The nearest point on this route is Schenectady, whence the traveller may proceed up the Mohawk, either by the stage road or in the canal boats. See page 58.

The direct road to Schenectady, however, is sandy, and quite uninteresting.

SARATOGA SPRINGS

are 7 miles from Ballston Springs, and a public coach generally passes between these two places every day; beside a number of other carriages on their way from Albany, &c. What is called the regular price for these 7 miles is 50 cents for a seat. The old road is level and sandy, and if the weather be dry the traveller will probably be incommoded with dust, unless he rides in the morning or evening when the ground is moist with the dew. The new road passes over higher ground, and is pleasanter and harder, although somewhat longer. You may pass out by the court house, east, or turn to the right just below Sans Souci. You enjoy some fine views of the distant hills and mountains; and the

soil and crops are generally much better than on the old road.

The village is quite concealed until you are within a short distance, and then the clusters of frail board buildings which spring up among the stumps of trees lately felled in the skirts of the pine forest, show what an unnatural surplus of population the place contains during the visiting season, which is principally in July and August. It may not be unseasonable to mention here the principal houses in the order in which they were supposed to stand on the list of gentility in 1825: the Congress Hall \$10 per week, United States Hotel, do. the Pavilion do. and Union Hall \$8.

On reaching the brow of a hill which descends into the village, the street lies in full view, with all the principal houses. On the right is Congress Hall three stories high with a row of 17 columns, rising from the ground to the eaves; opposite is Union Hall with a row of 10 similar columns; over which are seen the brick walls of the United States Hotel; and still beyond, and on the other side, the roof of the Pavilion. From this view the village is represented in the accompanying print, which was taken on the spot the last season.

On reaching the foot of the hill, the Congress Spring, the great attraction of the place, is seen at a short distance on the right, usually surrounded with a throng of people.

CONGRESS HALL

has generally enjoyed the highest favour among the most fashionable visitors at Saratoga, on account of its fine and imposing appearance, its contiguity to the Spring, the number and size of its apartments, and the style in which it is furnished and kept. It is 196 feet long on the street, with two wings of 60 feet running back, and contains lodging for 150. The first floor in front is divided in the following manner: a dining room in the middle, capable of containing tables for all the house can accommodate; next the dancing hall, about 80 feet long, and south the ladies' private parlour. The price of board is \$10 per week.

THE UNITED STATES HALL

is a fine building of brick, three stories high, with a colonnade rising only to the second story. This house is excellently well kept, and is more substantially built than any of the rest, which are of a light construction, fit only for the mildest weather ; but it is deficient in public rooms, in which particular Congress Hall so much excels. It is also raised so high from the street as not to be convenient of access, although many prefer it on that very account.

THE PAVILION.

This is a very good house for one of its size, and will be found free from much of the bustle of the larger ones, while the resort of company is no less respectable and genteel. Those who wish to drink often of the Flat Rock water will prefer it, as that Spring is only a few steps from it in the rear. There is a fine *bathing house* connected with it, and a shady little wood not far beyond by the road side, on the way to the Round Rock Spring.

UNION HALL

is the resort of those who wish to have the most convenient access to the waters of the Congress Spring, or to participate more moderately in the amusements of the place, and to avoid the inconveniences of gaiety and mirth, produced by the continued round of balls and dances in the other principal houses.

The Congress Spring,

which, as was before remarked, is the great source from which this place derives its celebrity and its show of wealth and importance, was discovered by Mr. Putnam. He built the first house near it for the accommodation of invalids, which was subsequently enlarged to the present Union Hall, now kept by his son. The Round Rock Spring, of which more particular notice will soon be taken, was known before, having been discovered to Sir William Johnson by an Indian, while the country was yet a wil-

derness. The Congress Spring was long concealed by the neighbouring brook which formerly passed over it; but its valuable qualities being discovered, it has attracted universal attention, and the benefits of its waters are annually dispensed to thousands.

Mr. Silliman gives the following analysis: half a gallon contains 320 grains of salt, 26 lime and magnesia, with a slight trace of iron.

The Flat Rock Spring

is near the upper end of the street, and in the rear of the Pavilion. In composition and qualities it bears a resemblance to the *La Fayette Spring at Ballston*, but is far inferior. It is a chalybeate water, and the best of the kind in the place. It is situated on the margin of the little valley in which all the springs are found, and the Pavilion will prove a pleasant house to invalids and others who wish to drink of it frequently.

The Round Rock Spring.

This Spring is worthy of a visit merely as a natural curiosity: the water, although for a time much celebrated, and indeed the only attraction of which Saratoga could boast, having gone into disrepute, since the discovery of the sources already mentioned. It is a feeble chalybeate with little taste and little effect. The water rises in a small lime-stone rock of a conical form, with a circular hole in the middle, about five inches in diameter. The rock is about five feet through at the base, and has evidently been produced by the layers of lime deposited by the water. Many of the rocks in the neighbourhood contain a large quantity of lime, where the carbonic acid of the water probably obtains the supply which it afterwards deposits here. The gradual accretion which is thus constantly going on is very apparent even to a hasty observer. That part of the rock which is most exposed to the dripping of water taken out in cups through the hole in the top, is always smooth and even, while other parts are rough and broken. Fractures made by visitors are sometimes found half obliterated by a recent coat of calcareous

matter formed in this manner. A horizontal rock, apparently of similar formation, extends for a considerable distance under the surface of the ground ; and indeed it might be supposed to reach to some of the springs which rise in different places along the valley above.

It is said that the ROUND ROCK was discovered to Sir William Johnson by an Indian, before which time it was unknown to white men. The water, according to common report, formerly flowed over the top, but has for many years found its way below, through a crevice produced by a large forest tree which fell and cracked the rock.

SARATOGA LAKE.

An excursion to this beautiful piece of water, is one of the most agreeable that can be made in any direction. It is $5\frac{1}{2}$ miles distant, in a south-easterly direction, and is frequently visited by parties from Ballston, as well as Saratoga Springs, as a good house has been lately erected on the shore, and furnished with every accommodation, by Mr. Riley. Sailing and fishing on the lake form the amusements of the excursion.

The first part of the way is by the eastern road to Ballston Spa ; and after turning to the left and riding to within half a mile of the lake, a fine view opens from the top of a hill. The eye embraces a part of this fine sheet of water, with its sloping and verdant shores, generally divided by square fields ; with a distant view of the Green Mountains.

At a considerable distance from the shore, is erected a stage, 16 by 14 feet, a little raised above the water, and capable of containing thirty people. The lake is there about seven feet deep, and the spot is excellent for fishing. Parties of ladies and gentlemen are taken off in boats, and in hot weather an awning is spread to shade them from the sun.

On the opposite side of the lake is a remarkable rocky and woody hill, of a rounded form, which is connected with the shore only by a narrow neck. The deepest water is two miles below, at Drowned Meadow Cove, where it is 150 or 170 feet to the bottom. The road run-

ning north from Riley's is pleasant, but reaches only half a mile.

The lake extends 7 miles in length, and is 2 in breadth. The shores are bold and varied, gently descending with a smooth slope to the margin, or rising in rugged crags from the water's edge ; sometimes softened and beautified by the hand of cultivation, and sometimes abandoned to all their native wildness.

If the wind and weather are favourable, the visiter may expect good sport in fishing ; and if not, he may calculate on a dinner table well supplied by other and more fortunate adventurers. There are also many kinds of wild fowl, birds, &c. in the neighbourhood, so that a sportsman may find great amusement here.

There is a house at the north end of the lake, 4 miles from Saratoga Springs, kept by Mr. Green, near the ferry, where also visitors are accommodated.

THE BATTLE GROUND,

where General Burgoyne fought Gen. Gates and the Americans in the autumn of 1777, lies at the distance of 10 or 12 miles, towards the east, and is described particularly at page 124 and onward : see page 154 for

The Field of Surrender, and Gen. Burgoyne's last Camp, at Schuylersville.

TROUT FISHING.

Two miles eastward from the Springs, is a Trout Pond, to which sportsmen frequently resort. Mr. *Barhyte*, however, who keeps the house, never permits the fish to be eaten any where else.

The remarks which have been made on the gaiety of the two great watering places, are intended to apply only when they are the fashionable resorts of those throngs of visitors which every season appear at one or both of them. The changes in fashion which lead all the world sometimes to prefer one and sometimes the other, and sometimes to divide their visits equally between them both, are of so unaccountable a nature, that it is impossible for any one to divine them, or with any confidence to hazard a

conjecture far into futurity. Seven or eight years ago, Ballston was the general rendezvous; but Saratoga soon afterwards drained it of its company, and maintained its superiority in this particular until near the close of the season of 1824, when *Sans Souci* was filled to an overflow, and most of the other houses at Ballston were crowded with visitors. In 1825, the number of visitors was greater than it had been for eight years. If therefore the remarks heretofore made, concerning the liveliness and gaiety of either of these places, should at any time appear inapplicable, it may be remembered that they have been often true of both, and doubtless will be so again.

THE READING ROOM.

Here, as well as at Ballston, a Reading Room is kept, where strangers will find newspapers from different parts of the country, and where they will be able to supply themselves with books of different descriptions, to beguile their leisure hours. The Reading Room is at the Book Store, a little beyond the United States Hotel.

A Record will also be found at the same place, into which the arrivals and departures of visitors are copied once a day, from the books of the four principal houses. If any one expects to meet a friend here, or wishes to learn whether he has already left Saratoga, he has only to refer to this list and look for his name.

THE BATTLE GROUND.

The defeat of General Burgoyne in the year 1777, took place a few miles east from the Springs. The two battles which he fought with the American army under General Gates, are commonly blended into one, and called *the Battle of Saratoga*. To speak strictly, however, they should bear the name of *Bemis's Heights*, where they actually took place; though the name of Saratoga bears so fine a sound, that there seems on the whole little to be gained by the change.

The field of battle having been already described, as well as the bloodshed and the victories of those important days, the visiter is referred to page 124 and onwards, for

an account which will aid him in tracing out the various positions and sites with distinctness and interest.

It is proper to remark, however, that from Saratoga the visiter approaches the field in a different direction from that assumed by the description above alluded to ; and that Smith's Inn, where he stops, is the identical building in which Gen. Burgoyne had his quarters, and which was then known as "Swords's House." It was a little in the rear of the British lines, as described in Burgoyne's history of his campaign, and has suffered no material alteration since, except by a removal from its original situation.

After satisfying himself with an examination of this interesting vicinity, referring, as above recommended, to the description given some pages back, the traveller, if going northward, will pass over the route by which Gen. Burgoyne approached, and subsequently retreated, immediately after the battle of October 7th.

SCHUYLER'SVILLE, 12 m. *from Saratoga,*

seven miles from the battle ground. A stage coach leaves Saratoga Springs three mornings in the week, which passes through this place. At this village is the place where Gen. Burgoyne was forced to stop on his retreat, on account of the flood in Fish Creek, the outlet of Saratoga Lake ; and at Fort Hardy, which then stood on its banks, he surrendered to Gen. Gates on the 17th October. The traces of his camp are still very discernible, in embankments, ditches, &c. and the house in which he had his head quarters, stood till within a few years.

THE BRITISH CAMP,

one mile from the Fishkill, and opposite the Batenkill Creek. From the hill where the British encampment was formed, a fine and extensive view may be had, upon the route towards Bemis's Heights. General Burgoyne occupied the night of October 8th and the following day in getting to this place, although it is but 7 miles, on account of the miserable state of the roads. Here he was detained for several days by the swelling of the waters of the creek ; and when he crossed the stream, he left

his hospital, with 300 sick and wounded, who were treated by Gen. Gates with every attention.

Here the further retreat was cut off; for the Americans were found in possession of the fords of the Hudson. Gen. Burgoyne therefore took his last position; and Gen. Gates formed his camp behind, while Morgan took post on the west and north of the British, and Gen. Fellows, with 3000 men, was stationed on the opposite side of the river. American troops were also in Fort Edward, and on the high ground towards Lake George.

THE SURRENDER.

While remaining in this situation, the British were continually exposed to the fire of their enemies, as well as reduced by want of provision. Six days passed thus; when, on the 17th of October, 1777, a convention was signed, and the army being marched to the meadow near Old Fort Hardy, piled their arms and surrendered prisoners of war, to the number of 5752 effective, with 528 sick and wounded. This meadow is in sight from the inn.

THE HOUSE OF GEN. SCHUYLER

stood on the spot now occupied by that of his son. It was burnt by Burgoyne on his retreat; notwithstanding which, the British officers were afterwards received at his house in Albany, and treated with great kindness.

REMARKS ON THE ROUTES.

NORTH. Three great routes from the Springs towards the north may be particularized, although they run almost side by side, and all unite on arriving at Lake Champlain. 1st, The fashionable route, to Caldwell on Lake George. 2d, The Northern, or Champlain Canal. 3d, The road to Whitehall, the direct route on the way to Montreal.*

* There also are two stage routes to Montreal, one on each side of Lake Champlain.

The *first* of these is usually travelled by strangers of taste and leisure, as it conducts directly to the fine scenery of Lake George, and the battle grounds in its vicinity; and passes near several other spots of high interest for their historical associations. It is with a particular view to this route, that the places soon to be mentioned will be arranged and described. Even if a journey to Montreal is intended, it can hardly be too urgently pressed upon the stranger to devote a leisure day or two to Lake George on his way, as he will find himself most amply rewarded, and can join the great route with facility at Ticonderoga.

The *second route*, by the Northern Canal, may be met near the battle ground at Bemis's Heights: but it has hitherto offered in this part no boat expressly for passengers, although there is one between Fort Edward and Whitehall, which meets the Champlain steam boat. In fine weather, however, gentlemen may travel very pleasantly for a few miles in the common freight boats.

The *third route* is the road to Whitehall, which is furnished with public carriages from the Springs during the warm season, and, like the canal, passes near some of the interesting places to be mentioned hereafter. From Whitehall the traveller may proceed down Lake Champlain in the steam boat, or by land in the mail coach.

EAST. Travellers wishing to go to any part of the country in this direction, may take their choice of several routes. Lines of stage coaches run to Connecticut River from Burlington, Middlebury, Castleton, and Granville, as well as from Troy and Albany, in various directions—to Hanover, Brattleborough, Greenfield, Northampton, Springfield, Hartford; and there subdividing into numerous ramifications, offer the means of conveyance to every part of New-England. These routes are more particularly described under the head of "Roads" in the Index.

To meet most of these routes, it will be necessary to proceed to some point north or south of the Springs, for which public carriages are established in several directions from Saratoga and Ballston, concerning which, arrangements may be made at the bar of the house where the stranger is lodged.

It is also important to mention, that two lines of coaches run along the courses of Hudson River and Wood Creek, one on each side ; and that the eastern one carries the mail through Castleton, Middlebury, Burlington, &c. along the course of Lake Champlain, though generally at too great a distance to command a view of it. The country there is very fine, the villages beautiful, and the surface frequently mountainous. This road meets several of the eastern roads ; but the traveller will probably prefer to take the steam boat, as he can land at the most important points.

The most interesting route that can be chosen by a man of taste, from the Springs to Boston, is through Vermont to the White Mountains, and Winnipiseogee Lake in New Hampshire. He may take what road he pleases to Connecticut River ; and then proceeding to Bath on its eastern shore, pursue the course of the Lower Ammonoosuc River along an improving road to Ethan A. Crawford's house among the White Mountains.

As lists of places and distances on the most important routes are given in different parts of this book, the traveller is once more referred to the Index at the end of the volume, for any further information he may wish to obtain on this subject.

For the roads leading SOUTH and WEST from the Springs, he is referred directly to *Ballston*, where those routes are particularly mentioned and described.

If he has never visited the *Battle Ground at Bemis's Heights*, or, as it is usually called, of *Saratoga*, it may be recommended to him to take that interesting place in his way, and to refer to page 124 for the description of it.

EXCURSION TO LAKE GEORGE, 27 miles.

This is by far the most delightful, as well as fashionable excursion which can be made from the Springs in any direction, as it abounds with some of the finest scenery in the United States, and in numerous sites and objects intimately connected with the history of the country.

A stage coach leaves Saratoga Springs every morning,

for Caldwell, at the south end of the lake, passing through Glenn's Falls.

From the time of the earliest wars between the British colonies and the French in Canada, to that of 1755, the tract over which part of our route lies was the high road of war. It was traversed by many a hostile expedition, in which the splendour and power of European arms mingled with the fierce tactics of savage warriors: the ruins of fortresses are still to be traced in several places, and tradition points to many a spot that has been sprinkled with blood. During the revolution also, some of the important events in our history took place in this neighbourhood. The Battle of Saratoga and the defeat of General Burgoyne have been already dwelt upon; but we shall have to refer more than once to his expedition as we pass other scenes with which the events of it are connected.

The journey to Montreal may be made by the way of Lake George; and this route the book will pursue, to Montreal and Quebec, whither the reader, it is hoped, will accompany it.

THE ROAD FROM SARATOGA TO GLENN'S FALLS, 18 miles.

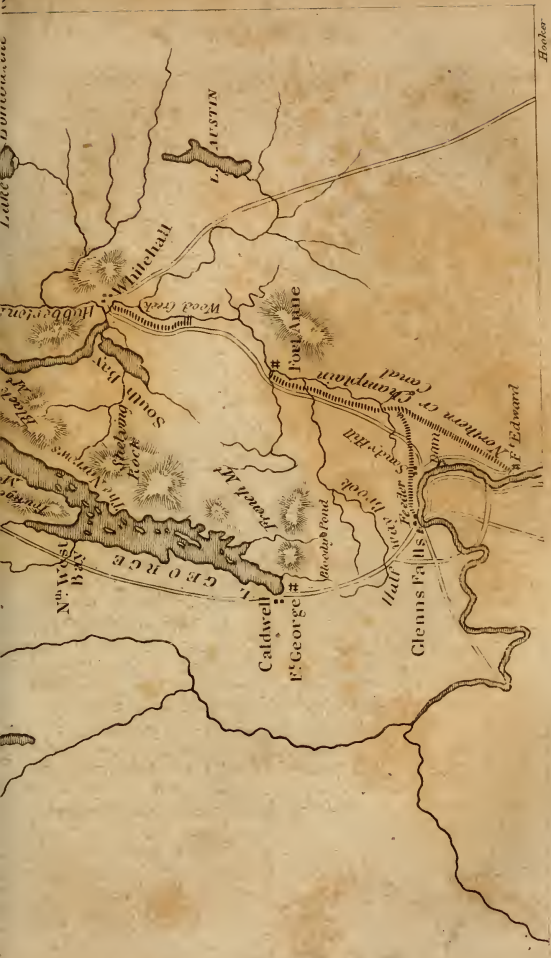
WILTON, 7 m. Here take the left hand road, where a poor house stands at the angle. This will prove the better route, and meets the other branch twice, at 4 and 6 miles distance. Thirteen miles beyond, the road branches off east, for Sandy Hill.

Half a mile before reaching the village, the road enters a rich plain, probably once overflowed by the river, which is now discovered on the left, dividing it in its course, while the village appears in front, with a handsome church spire, and a number of neat white houses, all backed by the mountains, which here stretch off towards the north.

French Mountain is the most prominent eminence, of which more anon. A more distant range is likewise seen further to the right.

GLENN'S FALLS.

If the traveller is going on immediately to the lake, he should stop a few moments on the bridge, to see the falls



Hooker



in the Hudson, which are in full view below. The river here makes a sudden descent of 37 feet, over a rock of dark blue lime-stone, which has been worn into so many forms as to break up the current in a very singular manner. The projection of two large masses of rock, divides the water into three sheets, (except when it is much swollen by floods.) Of these, the northern one is much the largest, and the other two unite and pass through a deep channel, about 15 feet wide. A man jumped off the bridge here, twice, a few years ago, yet escaped without serious injury. The most water passes through the other channel.*

A dam is thrown across just above the falls, which supplies a Cotton Manufactory of Stone with water, as well as several mills. On the north side of the river is a canal, which was intended for a feeder to the Champlain Canal, but has never been finished. It now furnishes water for several mills, and an artificial cascade.

The great flat rock which supports the bridge, projects beyond it, and affords space for a small garden on its highest part, although the greater part of it is overflowed in high floods. Like the other rocky strata there, it has a gentle dip towards the south, and a perpendicular fracture running nearly north and south.

CAVERNS.—Passing through the garden, and turning to the left, the mouths of two caverns are found facing the north, in different places among the rocks. They have been cut through by the rushing of water, in a direction across the river's course, and corresponding with the natu-

* SANDY HILL, 3 miles eastward.

This village is pleasantly situated at the next fall in the river below. The cascade is less remarkable as an object of curiosity and interest, but is still worthy of attention if the stranger have sufficient time at his disposal. He will find a pleasant road onward; and if he should be on his return from Lake George, and wishes to visit this part of the river, the *Field of Surrender*, or the *Battle Ground*, before reaching Saratoga or Ballston, he will find it convenient to follow the course of the river. The village has a good inn.

For a description of the principal scenes of this route, see Index.

ral fracture. The first is just large enough to permit the passage of a man, and is cut with surprising regularity for a distance of about 25 feet. This place is made the scene of some of the most interesting chapters of Mr. Cooper's late novel of *the Last of the Mohicans*. The cavern (perhaps altered since 1757,) was the place where the wanderers secreted themselves, and were made captives. The cavern conducts to one of the river's channels, where it opens on the side of a precipice, directly over the water. The banks of the river are perpendicular rocks as far as they can be seen; and nearly opposite the caverns, under the north bank, is an abundant spring of fine, pure water, which pours from a hole in the rock, a few feet from the surface of the river.

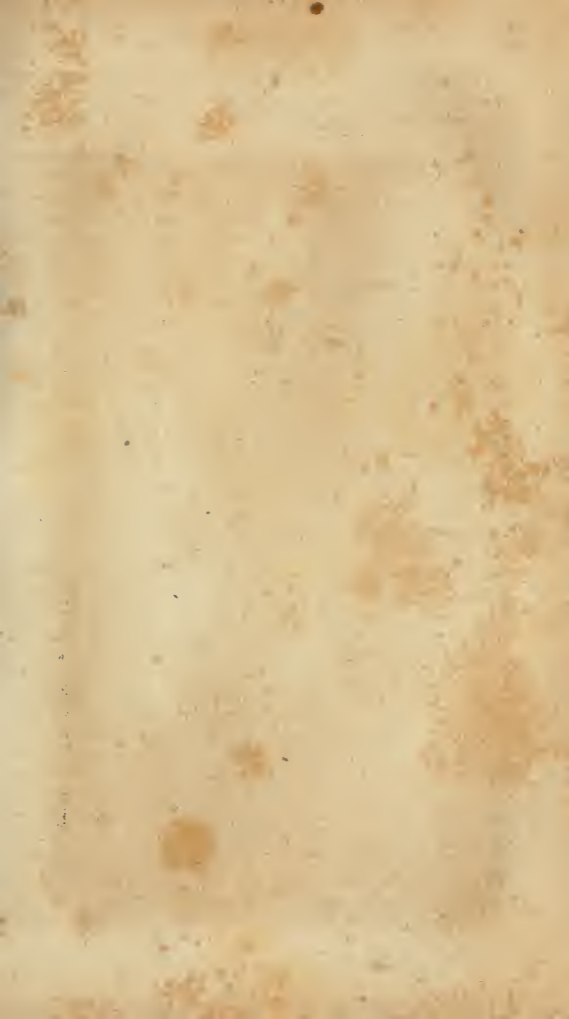
To the disciples of Dr. Kitchener, we will notice, that at Glenn's Fall, their taste for excellent cheer may be gratified to the greatest extent, at the inn of Messrs. Freehouse and Thurston. The former having acquired his proficiency in cooking from a French *artist*, their dishes are prepared in the best possible manner, and in a variety that will not fail to please—" 'tis their vocation."

About half-way between this place and Sandy Hill, a convoy of wagons was attacked in the French war, on their way to Lake George.

Nearly north of Glenn's Falls, is Luzerne Mountain; and a little to the right of it, French Mountain. Between them passes the road to Lake George. Towards the west, a range of high hills encloses the view, and in the east, the Vermont Mountains make a fine appearance.

Near the foot of French Mountain is a small tavern, on the east side of the road; and near this place Gen. Dieskau's advanced guard struck the route from Glenn's Falls and Fort Edward to Fort William Henry. The valley through which we pass is narrow for some distance beyond; and after about half an hour's ride, (for there are no mile stones,) a little circular pond is discovered on the east side, and close by the road. It is generally almost concealed with water plants.

This was near the place of action between Col. Williams and Gen. Dieskau. The latter had extended his troops across the path, and advanced his wings some distance in front, the left wing occupying the rising ground



LAKE GEORGE.



Peter Maverick sc.

on the west side of the road near this place. A small cleared spot may be noticed on the other side, a little beyond the pond, (in 1825, a hut stood upon it,) that is said to have been the principal scene of action ; and a singular rock near by is pointed out by tradition as the mark of Col. Williams's grave. This, however, is considered very doubtful ; by others, it is said that he ascended the rock to reconnoitre, and was shot from its summit. (*Page 166.*)

The little pond above mentioned was the place where most of the dead were thrown, and it bears the name of *Bloody Pond* to this day. It is probably much smaller than formerly. In 1825, the skeleton of a man was dug up from a depth of $1\frac{1}{2}$ feet, near the pond, with a marble pipe, and some silver-eyed buttons bearing the royal stamp. This pond is nearly circular, and is covered, in their season, with the Pond Lily, (*Nymphaea Alba*,) their lurid petals shedding baleful influence upon the water.

About a quarter of a mile beyond this place, is a fine view of

LAKE GEORGE.

Coming to the brow of a high hill, the prospect opens, and the lake appears, enclosed by mountains, many of which, at this distance, are of a deep blue. The side of French Mountain is near at hand on the east, covered with thick trees to the summit ; while the smoothness of the lake, the beauty of its nearest shore, with the neat white buildings of Caldwell, communicate to the scene a degree of beauty and seclusion, which can hardly be found in any other spot. Directly at the south end of Lake George, are the remains of Forts George and William Henry, famous in the history of the French war ; and on the site of the former was General Johnson's camp, when he was attacked by Dieskau. The particulars of the action will be given hereafter.

CALDWELL.

The village of Caldwell is the place at which the visiter will stop to take a view of this charming lake, and from which he will make his excursions across its beautiful waters. The village stands at the south end of the lake,

and on its shore, commanding a fine view of the neighbouring sheet of water and the mountains by which it is almost enclosed. The inn to which strangers resort occupies a spot peculiarly fitted to gratify the eye of taste, as it overlooks the lake for several miles, and the view is not interrupted by any neighbouring obstacle. A more delightful place can hardly be found in the United States, for the temporary residence of one who takes delight in scenery of this description, and loves to recur to deeds long past, and to exploits great in themselves and important in their results, even to the present day.

Lake George is 34 miles long, and its greatest breadth 4. At the south end it is only about one mile broad. The greatest depth is 60 fathoms. The water is remarkable for its purity—a fish or a stone may be seen at the depth of 20 or 30 feet. It is undoubtedly supplied by springs from below, as the water is coldest near the bottom. It contains trout, bass, and perch. There are deer in the neighbouring forest. The outlet which leads to Lake Champlain contains three large falls and rapids. The lake never rises more than two feet.

The three best points of view are at Fort George, a place north of Shelving Rock, 14 miles, and another at Sabbath Day Point, 21 miles from the head of the lake. The last view is taken southward, the other two northward.

This beautiful basin with its pure crystal water, is bounded by two ranges of mountains, which in some places rising with a bold and hasty ascent from the water, and in others descending with a graceful sweep from a great height to a broad and level margin, furnish it with a charming variety of scenery, which every change of weather, as well as every change of position, presents in new and countless beauties. The intermixture of cultivation with the wild scenes of nature is extremely agreeable; and the undulating surface of the well tilled farm is often contrasted with the deep shade of the native forest, and the naked, weather-beaten cliffs, where no vegetation can dwell.

The situation of the Hotel is delightful, surpassing that of almost every other to be found in this part of the country. The traveller may hereafter take pleasure in

comparing the scene enjoyed from his window, with those he may witness from the walls of Quebec, Masonic Hall at Montreal, and Forsyth's at Niagara. The house is very large, having been increased within a year or two by the addition of a long wing, three stories high, so that it is now capable of furnishing lodgings for 100 persons, and the apartments are so arranged that half of them look out upon the lake. A green and handsome slope descends about 200 yards to the very margin, where there is no obstruction but a few trees and scattering buildings. There is the wharf, at which the steam boat *Mountaineer* receives and lands her passengers, often adding much variety to the place by an addition of company. The discharge of the signal gun makes fine echoes among the mountains in a clear night.

The lake is here about three-quarters of a mile wide, and the range of mountains opposite, which are high and uninterrupted, are quite uncultivated with the exception of a few farms near the shore; the other parts being covered with trees almost to the water.

On the right is seen the south end of the lake, which is formed of low land for some distance back, succeeded by French Mountain in the rear. On a little point, half covered with trees, and rising only about 25 feet above the water, is the site of Fort William Henry; and about a mile towards the south-east from it, on a considerable elevation, are the ruins of Fort George. For the history of these once important little fortresses, see a little farther on.

EXCURSIONS ON THE LAKE, FISHING, &c.

Boats are kept at the wharf to convey strangers to any part of the neighbouring shores and islands. Fine perch, or black bass, (*Perca Franklinia*,) are caught in abundance almost every where; and trout, at the mouth of a small stream near the south end. Fishing rods and tackle may be obtained at the hotel; and a variety of other fish are to be found.

DIAMOND ISLAND is a few miles down the lake, and is famous for abounding in crystals of quartz, which are found in a loose rock by digging a little under the surface.

They are found, however, in equal numbers in several of the other islands ; and it is, after all, the easier way to purchase them, and not to permit the labour of searching for them to interfere with the pleasure of the excursion, particularly as that labour is often ineffectual. A poor family live on Diamond Island, subsisting partly on a small spot of tilled land, and partly on the produce of the crystals they sell to visitors.

TEA ISLAND, about 2 miles down the lake, is another favourite retreat. The little bay in which the boats land is remarkably retired and beautiful, and there is an old hut standing which affords something of a shelter.

LONG ISLAND contains about 100 acres, and has been inhabited and cultivated. Beside these, there are many other islands on the neighbouring parts of the lake ; and those who are fond of such excursions, would be highly delighted with devoting several days to visiting them. The finest cluster is in the Narrows, about 12 miles distant. These will be spoken of hereafter.

The steam boat usually goes three times a week to the north end of the lake ; but is always ready to perform that excursion, and will take a party of 20 or more for \$1 each.

West of the village is a remarkable conical eminence, called *Rattlesnakes' Cobble*, or *Prospect Hill*. This, as well as the mountains beyond it, is the habitation of bears and deer, and much infested with rattle snakes. The view from the top is very fine. It is the place from which Hawk-eye, in the "Last of the Mohicans," leads his companions into fort William Henry through the mist.

THE FRENCH APPROACHES. The village of Caldwell is of recent date. In the French war, during the siege of fort William Henry, the ground which it now occupies was crossed by the trenches and batteries with which Montcalm finally succeeded in forcing the capitulation of that little fortress.

The place where he landed with his army is the little cove just behind the new stone building, a few steps north of the hotel. He erected his battery near the shore, and ran his first trench across the street into the fields in front of the hotel. The remains may still be traced, as well as the marks of a small mortar battery, near the bars of a

fence leading to Pike's* house. Another line runs to the bank of the lake, on this side of the brook, where was also a battery ; and another borders the swamp to the right, and another turns southward along the high ground. Behind this, in a pine wood, are the graves of about 1000 French soldiers, who died in the fort.

BATTLE OF LAKE GEORGE.

In 1755, the year after the commencement of the *French War*, 3000 men were sent out from France to Quebec, for the purpose of taking the Oswego Fort. This was situated at the mouth of the Oswego or Onondago River, and on the shore of Lake Ontario. The position derived its consequence from circumstances which no longer exist: the Indian trade from up the Lakes, the facility of communication with the Five Nations through this place, and the peculiar nature of the shores of Lake Ontario, which would not permit canoe navigation on the other side. There the two great branches of Indian trade concentrated ; and the nation which held possession of the point must necessarily sway a great influence over the Indians themselves: an advantage frequently of still greater importance to the country. Oswego Fort naturally became an object to both the French and the English at that time, and it formed a prominent figure in the history of the war. The English being in possession of that little fortress at the commencement of hostilities, its defence might doubtless have been easily secured, had their operations been conducted with common prudence and energy. Unfortunately they were conducted in a very different manner ; and whoever would see a clear and able history of the first English expeditions in that war, and of the political party spirit which then ruled in this country and rendered them worse than ineffectual, is referred to "*A Letter to a Lord*," written soon after.

In 1755 Gen. Johnson, (afterwards Sir William,)

* This man, who is infirm, has leave from Mr. Caldwell to dig in the ruins of the fort, and keeps a quantity of interesting antiquities for sale.

marched to the south end of Lake George with a considerable number of men, joined by the famous Capt. Hendrick, with many Indians of the Five Nations, intending to take Fort Frederick, now Crown Point. Gen. Dieskau was sent to oppose him, with 3000 men, principally taken from a body of French troops sent out to Quebec, 600 of whom had fallen into the hands of Admiral Boscawen at sea. Dieskau had first designed to besiege Fort Oswego. At Fort Frederick or Crown Point, he remained some time, and then determined to go and meet the English. He therefore went up the South Bay, where learning the situation of Fort Lyman, (now Fort Edward,) he wished to attack it and cut off the retreat of Gen. Johnson. The Indians and Canadians, however, were in dread of the cannon with which it was supposed to be defended, and he was obliged to march against Johnson.

Sunday, Sept. 7th, at midnight, a scout brought Johnson intelligence that Dieskau was coming. 1200 men were sent out in the morning, under the command of Col. Ephraim Williams, who met them at Rocky Brook, drawn up in a semicircle, into which the English entered before they knew it. A heavy fire from three sides first showed them the position of their enemies. The English stood their ground valiantly ; but Col. Williams and Hendrick being both shot down, together with many others, they were obliged to begin their retreat, which was conducted by Col. Whiting with the greatest coolness and success.

The centre of the English army was posted on the hill where the ruins of Fort George now are ; and the French were discovered by them at half past 11. Dieskau halted at the sight of his enemies, probably entertaining some mistaken idea of the strength of their position, and gave them time to recover from their panic. The ground on both sides of the English camp was marshy and covered with trees, and Dieskau sent his Indians out on the right flank and the Canadians on the left to surround them. Col. Pomeroy, however, soon put the former to flight with a few cannon shots. Dieskau then brought up his troops in front, and made them fire by platoons, with very little effect. Gen. Johnson (happily for his own troops,) was slightly wounded in the thigh, and had to walk back to his tent, leaving the command with Gen. Lyman. He

directed the defence for five hours, aided by Capt. Eyre's artillery; when the French turned upon the English right, which consisted of Ruggles's, Pomeroy's and Tittlecomb's regiments, and extended from the road to where Fort Vm. Henry was afterwards built. Here they fought an hour, but the English and Indians charging them, they took to flight and many were killed. Gen. Dieskau himself was found leaning against a stump wounded—a soldier approaching saw him put his hand to his waist, to take out his watch, which he intended to offer to him, and supposing he was drawing a pistol, shot him through the thigh. He was carried to the fort by eight men in a blanket, and it is said deterred Johnson from ordering a pursuit, by saying he had a strong force near at hand. Gen. Lyman urged to follow up their victory; but that was probably a sufficient reason for its being refused by a superior officer, who looked upon his great talents with jealousy, and, in spite of the advantage the country had derived from his services, at a time when they were peculiarly valuable, did not even mention the name of Gen. Lyman in his account of the battle!—Johnson was made a Baronet, and Lyman lingered out a few years in poverty and disappointment, and died without receiving even the notice of the British government.

The English are said to have lost only 216 in killed and 96 wounded. Gen. Dieskau estimated his own loss at 1000—the English called it much less. The principal were a Maj. General, and M. de St. Pierre the commander of the Indians. The French lost their baggage during the action, left two miles in their rear, it being attacked by Captains Folsom and McGinnies with about 100 New-York troops; who then lay in wait for the retreating French, and killed great numbers of them.

Gen. Johnson might have taken Crown Point; but he delayed it so long, that the French advanced to Ticonderoga and there fortified themselves securely.

But the Battle of Lake George is not the only nor the most sanguinary scene of former times which the traveller has to trace on this sadly interesting spot. The history of the French war recites a melancholy tale of blood-shed here, only two years afterwards, in 1757.

THE CAPTURE AND MASSACRE OF FORT WILLIAM HENRY.

So different was the state of the country sixty years ago, and so much in its infancy was the art of war in these wild regions, that a small work of earth thrown up on this site, and called Fort William Henry, was regarded as a fortress of considerable strength and consequence. It is indeed far overlooked by the neighbouring high ground, but probably the difficulty of dragging cannon over rocks and hills, covered with forests, was then considered a sufficient obstacle to its performance, and probably for this reason Oswego Fort was built in a similar situation, and left so till taken by the French.

In 1757, the Earl of Loudon, British Commander in Chief in America, made an unsuccessful attempt by sea against Louisburgh; and before his return to New-York in August, the French from Ticonderoga under the Marquis de Montcalm, had made three attacks on Fort William Henry. On the 1st of August they set out again, and landed at Frenchman's Point. On the evening of the 2d, they crossed to the west side of Lake George, within two miles of the fort, and the next morning sent in their summons. Col. Monroe defended himself resolutely for six days, hoping relief from Col. Webb and his 6000 men at Fort Edward; but having waited in vain, and burst ten of his largest cannon, he was obliged to surrender, and marched out with the honours of war and an assurance of being protected from the Indians in Montcalm's army.

He had gone but a little way, however, when the savages fell upon his troops and butchered about 1500, men, women, and children.

Gen. Webb's conduct was most inhuman. The provincial troops were kept under arms for one whole day after the news of the siege arrived at Fort Edward, and Sir William Johnson was very desirous to march with them to its relief; but Webb ordered them back to their quarters, and sent a messenger to Col. Monroe advising him to surrender.

ATTACK ON FORT TICONDEROGA.

The south end of Lake George was the scene of a splendid embarkation on the 4th of July of the following year, [1758,] when 10,000 provincial troops, and 6 or 7000 regulars assembled at this place to proceed against Ticonderoga.* 1035 boats were drawn up to the shore one clear delightful summer morning, and were speedily filled with this powerful army, excepting only a small body left with the baggage. Success was confidently expected, and the appearance of the train was more like that of a triumphant return from war. The boats were decorated with gaudy streamers, and the oars moved to martial music.

The traveller will follow their route in the steam boat, for which see beyond.

They landed at the north end of the lake on the following morning, and were ordered to march on in four columns. The obstructions of the forest, however, soon broke their ranks; when Lord Howe with his centre column falling in with the enemy's advance guard, who were on their retreat and bewildered, was attacked with a sudden war whoop and immediately killed. The provincials were accustomed to the woods, and drove back their enemies, killing about 300, and taking 148 prisoners, and all returned to the landing. In the morning, Col. Bradstreet took possession of the mill at the great falls on the river, and the army were soon brought up to the French lines, which were thrown up across the isthmus and not finished. This entrenchment is still to be seen in tolerable preservation. It had two redoubts, and a deep abattis, and is said to have been 8 or 9 feet high, though that seems improbable. The attack was vigorous, and the defence obstinate. The battle continued four hours, during

* Lord Howe, who accompanied this expedition, was a young nobleman of amiable disposition, and the most prepossessing manners, and was almost idolized by the army, as well as admired and loved by the country.

which the English were repulsed three times. The Highland regiment distinguished itself, and suffered severely. The English loss, in all, was 1944, principally regulars ; the French very trifling, although they are said not to have imagined the defence possible. Their force is differently stated from 1200 to 6000. Notwithstanding his superiority of force, Abercrombie shamefully ordered a retreat ; and thus terminated the operations of the year.

VOYAGE DOWN LAKE GEORGE.

Leaving Caldwell, and passing Mr. Caldwell's house at a quarter of a mile, the steam boat passes Tea Island, Diamond, Long, and other Islands, particularly the Two Sisters ; and then the lake becomes wider, and the surface more uninterrupted, the course of the boat being directly towards a remarkable eminence, with a double summit, called *Tongue Mountain*. That which partly shuts it in from this direction on the right, is *Shelving Rock* ; and *Black Mountain* shows its rounded summit beyond it, a little to the right. This last is supposed to be about 2200 feet high, and is considered the highest mountain on the lake.

TWELVE MILE ISLAND appears to be at the foot of Tongue Mountain, and is seen just ahead for a great distance after leaving Caldwell. It is of a singularly rounded form, covered with trees, with the utmost regularity, and protected from the washing of the waves by a range of large stones along the shore, so well disposed as to seem like a work of art.

A rich and cultivated slope is seen on the western shore, before reaching Tongue Mountain, which belongs to a new township.

THE NARROWS.

The lake is very much contracted where it passes between the mountains just mentioned, and their surface is for several miles broken by innumerable islands. These



are of various sizes, but generally very small, and of little elevation. A few of them are named, as Green, Bass, Lone-tree Islands. Some of them are covered with trees, others with shrubs, some show little lawns or spots of grass, heaps of barren rocks, or gentle sloping shores; and most of them are ornamented with graceful pines, hemlocks, and other tall trees, collected in groupes, or standing alone, and disposed with most charming variety. Sometimes an island will be observed just large enough to support a few fine trees, or perhaps a single one, while the next may appear like a solid mass of bushes and wild flowers: near at hand, perhaps, is a third, with a dark grove of pines, and a decaying old trunk in front of it; and thus, through every interval between the islands as you pass along, another and another labyrinth is opened to view, among little isolated spots of ground, divided by narrow channels, from which it seems impossible for a person who should have entered them, ever to find his way out. Some of the islands look almost like ships with their masts; and many have an air of lightness as if they were sailing upon the lake.

After passing the Narrows, the lake widens again, and the retrospect is, for several miles, through that passage, with Tongue Mountain on the west, and Black Mountain opposite, the Luzerne range appearing at a great distance between them. The mountains in view have generally rounded summits; but the sides are in many places broken by precipitous ledges. They are inhabited by wolves, deer, rattle snakes, &c.

SABBATH DAY POINT.

This is a low neck of land, stretching into the lake from the western shore, and containing the little village of Hague. That on the opposite shore is Putman.

On Sabbath Day Point, Lord Amherst, with his numerous host, stopped for refreshment upon the morning of the Sabbath, and gave this beautiful point the name by which it is now known: it is a charming spot and susceptible of the greatest embellishment.

ROGERS'S ROCK AND ANTHONY'S NOSE.

These are two mountains at which the lake contracts itself again to pass between them. They are seen for several miles, and appear at first to approach each other much nearer than they actually do. The shores of the lake still continue elevated, and all more distant objects are excluded from the sight. The country appears almost without inhabitants, but a few cultivated farms are distinguishable here and there. Anthony's Nose presents a precipice, on the eastern shore, as we enter the strait, and the firing of a gun produces a fine echo. *Rogers's Rock* or *Rogers's Slide* is a still more formidable one, on the other hand, a little further on. The last retrospect up the lake is still very fine, even from this point—Black Mountain being yet clearly to be seen.

Rogers's Slide has its name from Capt. Rogers, a partisan officer who distinguished himself in the French war by his boldness, activity, and success. He commanded an expedition which left Crown Point, in the year 1756 against the Canadian frontiers, and cut off the Indian village of St. Francis, afterwards returning with the severest hardships, by the way of Connecticut River. Tradition says, that he was at another time closely pursued by a party of Indians, and forced to retreat to the verge of this mountain. Finding no other way to escape, he descended half down by the ravine which opens towards the south, and then by a sudden turn came to the east side, where is a precipice about 200 feet high, of smooth rock, and nearly perpendicular, down which he slipped upon his snow shoes to the lake, escaping upon the ice. This seems almost incredible; and other accounts have been given of it. Some say, that the Indians supposed he had fallen off the verge and perished, and others, that he threw off his pack that way to favour that belief. The water is deep at the bottom, and fine trout are caught there with a long line.

The lake here assumes the appearance of a narrow pond for three or four miles, and seems closed at both ends. The ground is still elevated on both sides, but hills have succeeded to mountains, and some of these are

at length overtopped by Black Mountain, which, although at such a distance, at length makes its appearance again, and continues in sight.

The lake at length diminishes to a very narrow stream, and the bottom becomes gradually covered with weeds.

Lord Howe's Landing is just behind an island of 3 acres, on the left hand at the entrance of the creek. Here is the spot where the unfortunate expedition of Abercrombie effected their landing, and on the island they established their hospital, on their way to the attack of Ticonderoga.

The steam boat passes on some distance beyond this place, and lands her passengers on the other side, where, at her regular voyages, carriages are found in waiting to convey them to Ticonderoga, 3 miles, over a rough road.

Those who intend to take a steam boat on Lake Champlain, should be careful to inquire the hour when it passes, and regulate their time accordingly. It is intended that Ticonderoga shall become one of the stopping places, which will prove a great convenience, and a fine inn is also erecting there.

Abercrombie's army passed for some part of the way along the route we travel. Passing the Upper Falls, which are the highest, he forded the creek above the second. At the falls near the bridge which we pass, just above the saw mills, was a stone block house; and there was a redoubt on the north side of the stream near the bridge, where, as in several other places, there was some fighting to carry the French out-posts.

At the Upper Falls are several valuable saw mills and forges, and the scenery is highly picturesque.

THE FORTRESS OF TICONDEROGA.

This famous old fortress, or rather its remains, are distinctly seen from Lake Champlain, though from the direction by which we approach it; they are not discovered until we approach near them. An elevated piece of land, gently sloping towards the south, and ending abruptly over a bend of the lake, appears partially covered with trees, and crowned near its extremity with

a cluster of broken walls and chimneys. There is a meadow on the eastern side, running to the base of the ridge, and across this is a foot path from the ferry to the fort by the nearest way. A carriage road also leads from the ferry to the ridge, and thence down to the same place.

THE OLD FRENCH LINES,

where General Abercrombie was defeated in 1758, are the only part of the fortification which was ever the scene of a battle. They commenced on the east side, at a battery of heavy cannon on the shore, about a quarter of a mile south of the ferry. The remains of the breast work can yet be seen. The lines were drawn in a zig-zag; first stretching off to the right, along the side of marshy ground, to a cluster of bushes, where was a battery; and then to the left to the verge of a wood, where was another.

Their course may be distinctly traced in this manner, across the ridge of land at its highest elevation, over to the brow of a steep bank looking towards the outlet of Lake George. The ground is so high on the top of this ridge, that it must have been a commanding position when clear of trees. The woods which now so much interrupt the sight, have grown since the evacuation of the fortress, after the Revolutionary war. The trees are all young.

There is a fine *spring* of water near the western part of the French lines, where a bloody engagement occurred between two hostile parties during the battle. Bodies of men have been dug up hereabouts within a few years, and shot were formerly very frequently found in old timber.

MOUNT HOPE is a hill about a mile north from this place. It was occupied by Gen. Burgoyne's British line, which formed the right wing on his approach to Ticonderoga, on the 2nd of June, 1777; and on the following morning, while they were approaching through the woods unsuspecting and undiscovered, one of their soldiers was observed and fired upon from a salient angle of the lines. This alarmed the British, who fired; and the Americans were so much excited that they returned three volleys, without orders from their officers. Strange as it may

seem not a man was killed on either side, and the enemy retired without attempting any thing further there, for they succeeded in capturing the fortress in a few days, by gaining the top of Mount Defiance with their cannon.

In proceeding from the French lines south towards the fortress, by a gentle descent, the surface of the ground appears to have been in some places smoothed in former times by the plough, and by the removal and cutting away of rocks, to render it convenient for the evolutions of troops, and the use of artillery. A close observer will also remark that he passes the remains of several distinct lines of small redoubts, placed at equal distances, and ranged in the form of a quincunx. These were intended to embarrass still further the approach to the fortress, which assumes the air of a more important work as you approach it.

There is the corner of a fence near the fortress, at which the horses are usually left. Just before arriving there, at the distance of about 120 yards, you pass an old entrenchment; and about 150 yards further bring you to the edge of the outer ditch or counterscarp, where there was a row of palisadoes. Five steps more bring you to the walled side of the ditch, which is still eight feet deep in some places, and therefore impassable except where it has been partly filled up. Its breadth is generally about 8 or 9 yards, and the wall of the fortress on the other side in some places 20 or 25 feet high.

The fortress is of an angular form, and embraces a large tract of ground, being divided into parts by deep ditches, which were defended by cannon and musketry, and added very much to the security of the place. The communication between these different parts was kept up by stone staircases, placed in convenient positions of the angles, all so calculated as to make the descent into the ditches, and the ascent, circuitous and intricate; and open to the cannon and small arms. A glance at some of those which remain will show the plan. The walls were originally much higher than at present, being raised by superstructures of logs filled in with earth, to such a height as to protect the barracks, &c. the remains of which are on the principal part of the fortress.

The *Barracks* formed an oblong, and the walls still re-

main of all except those on the eastern side ; their form is plainly distinguishable. The parade, which they include, appears to have been formerly carefully smoothed, and a flat rock, which forms part of the surface, looks as if it had been cut down by art. This area is about $52\frac{1}{2}$ yards long, and 8 in breadth. The barracks, &c. the walls of which remain on the north, south, and west sides, are built of the rough blue lime-stone of which the neighbouring rocks are formed, two stories high ; and these with the chimneys, several of which are standing, are the principal objects seen from a distance. The entrances to this court yard or parade, are between the buildings, and quite narrow ; and the solid style of building, with the dark colour of the stone, and the loopholes which are seen in some parts of the walls, increase the gloomy impression of the ruins. By the southern entrance, Ethan Allen entered with his 33 raw soldiers when he surprised the fortress on the 18th May, 1775 ; and on reaching the court yard and calling on the commander to surrender, the British officer, Capt. Deplace, made his appearance at a window and submitted, delivering up 3 officers and 44 rank and file. In consequence of this coup de main, this important place was in the hands of the Americans until the arrival of Burgoyne in 1777.

The troops in the garrison had become loose disciplinarians. Allen approached with a few men upon the opposite shore, but was unprovided with a conveyance to the intended point of their enterprise. A countryman, who had been in the habit of frequently visiting the fort, was made acquainted with Allen's views, crossed the lake by day light, went carefully into the fort, and observed in what part of the parade ground the arms were stacked. Being almost domiciliated by the frequency of his previous visits, he lounged away his time until night approached. He then possessed himself of a large bateau owned by the garrison, and recrossed the lake. Allen with his little Spartan band embarked, effected a landing about one mile north of the fort, and proceeded across the meadows, shrouded by the night, and made good their daring enterprise, by threatening the sentry and taking immediate possession of the fire arms, as pointed out by their avant courier.

The battlements of Ticonderoga first bore the proud flag of independence. This circumstance should of itself render this ruin, so fine in other associations, interesting to the traveller.

At each corner was a bastion or a demi-bastion ; and under that in the north-eastern one is a subterranean apartment, the access to which is through a small entrance near that corner of the court yard. The room was probably a kitchen, as it has a fire place and two arched ovens at the further end : that on the left, which is the larger, being 19 or 20 feet long. The room is also arched, measures about 35 feet in length, 21 in breadth, and 10 or 11 in height, and like the ovens was bomb-proof. The cellars south of this, which belonged to the demolished buildings, and are almost filled up, have a room or two with fire places still distinguishable.

THE GRENADIERS' BATTERY.

This important outwork is situated on a rocky point towards the east from the main fortress. They were connected by a covered way, the traces of which are distinctly visible. It was surrounded by a wall faced with stone, with five sides, one of which measures about 180 feet ; but that towards the lake has been undermined by time and slipped down the bank. The remaining parts are nearly entire, and about 10 feet high.

Still in advance of the Grenadiers' Battery is a small work of earth, which might have contained 5 or 6 guns ; while in front of it, and on the extreme point, two or three more guns appear to have been placed between the rocks, to fire down upon the water, about 40 feet below. The shrubs and trees which have grown up since the evacuation of the place, with the ivy which hangs every where among the rocks, give the spot a very romantic appearance ; and if the visitors have furnished themselves with refreshments, they will not find a more delightful place to regale themselves. A little further east, and under the bank, is an old stone house, formerly a store belonging to the fort, and now occupied by the

tenant of Mr. Pell, the proprietor of the whole peninsula of Ticonderoga. On a spot formerly occupied as the *King's Garden*, Mr. P. has a fine garden, abounding in the choicest fruits imported from Europe, and transported from the celebrated nurseries of Long Island. Mr. Pell has been a very successful propagator of the locust tree, (*Robinia Pseudo acacia* of Linnæus,) thousands of which are growing on these grounds in the most flourishing manner: here is also the *Magnolia Grandiflora*, never before cultivated in so high a latitude; the horse chesnut (*Castanea Equinus*,) and upwards of 70 varieties of the gooseberry from Europe. Here also we find the beautiful *Catalpa*, and the *Liriodendron tulipefera*. The grounds are laid out with good taste, and when visited by the author were in excellent order. If it is the intention of the traveller to cross the lake, to the neighbouring Vermont shore, where are still some slight remains of Burgoyne's entrenchments, he will be much pleased with a walk across the meadows to the upper ferry, a distance of about $\frac{3}{4}$ of a mile. This will remind him, if he has been abroad, of the park scenery of England; and the view of the ruins from those meadows is strikingly beautiful: the clumps of trees, the circuitous route, the view of Lake Champlain on the right, and an amphitheatre of wood on the left, make this a most beautiful and interesting route.

Between the Grenadiers' Battery and the fortress, the shore retains traces of many little terraces, breastworks, and buildings, such as were probably work shops, barracks, stores, &c.

From the more elevated parts of the works the visiter enjoys, in fine weather, a delightful view of the lake and the surrounding country. On the right is the outlet of Lake George, winding through a dark and narrow valley, and spreading out to embrace an island of the brightest verdure; while more immediately under the eye lies a fertile little meadow, interspersed with a few trees and clusters of shrubs, and after the hay has been made and stacked, sometimes enlivened by a herd of horses or cattle. The south-western angle of the fortress, which looks down upon this scene, is one of the most elevated parts of the remaining wall, and overhangs the descent to the meadow, at the edge of which, just by the side of a stone wall

below, are seen the traces of the old covered way, which led from the south gate to the margin of the lake.

The great mountain, which rises dark and abruptly from the opposite shore, is

MOUNT DEFIANCE, about 800 feet high, on the summit of which Gen. Burgoyne's troops showed themselves on the morning of July 4th, 1777, with a battery of heavy cannon, which they had drawn up along the ridge by night, and planted in that commanding position, whence they could count the men in the fort. The distance to the summit in a straight line is about a mile, so that the defence of Ticonderoga would have been impossible; and on the firing of a few shots by the British upon a vessel in the lake, which proved the range of their guns, the Americans made preparations to evacuate the place, and effected their retreat to the opposite shore during the night.

At the foot of Mount Defiance is a beautiful little bay formed by a narrow piece of land, called Sword Point, from its bending round in the arc of a circle, and covered with trees and bushes.

The ascent of Mount Defiance is laborious, but the view is extremely fine from its summit. There are the remains of Burgoyne's battery, with holes drilled in the rocks for blasting, and the marks of a large block house. A screw jack for raising their heavy cannon from tree to tree was found a few years ago, and removed, with other articles.

MOUNT INDEPENDENCE is a hill of comparatively small elevation east of Mount Defiance, and separated from it by the lake, which has here reduced its size to that of a small river. On a bank, just above the water, are the remains of a zig-zag battery for about 40 or 50 guns, running across a little corn field behind a house, and making five or six angles. The Horse Shoe Battery is traceable on an elevation about a quarter of a mile in the rear. A bridge once connected Ticonderoga with Mount Defiance, the buttresses of which are remaining, to the great annoyance of the navigators of the lake; the steam boat passes to the south of them. On the west shore, (near the stone store house,) Arnold, when pursued by the British, caused his flotilla to be run on shore. These hulks remain almost as sound as when first stranded. A forty-two

pounder is said to have ranged from the Horse Shoe over this channel, (now marked by a buoy,) and the fortress.

After the Revolutionary war about 500 cannon were lying about the fortress, lines, &c. many of them as left by the English with their trunnions knocked off. A twenty-four pounder was taken to the forge at Fair-Haven some few years ago, and discharged by the heat, after lying loaded for above twenty years, and a considerable time at the bottom of the lake.

The mountainous region on the west side of the lake abounds with deer, and considerable numbers are killed every season.

Ticonderoga is doubtless destined to become a favourite place of resort for strangers, as it possesses so many attractions in its scenery, its historical monuments and associations, and will hereafter offer so many conveniences, in being a stopping place for the steam boats, and furnished with a large hotel.

THE PASSAGE FROM TICONDEROGA DOWN LAKE CHAMPLAIN

is very pleasant, abounding, the greater part of the way to Canada, with fine natural scenes.

FIVE MILE POINT.

The lake is narrow at this place, which is remarkable as the landing place of Gen. Burgoyne's expedition, as already mentioned. Mountains appear in the west and north-west, with occasional intervals all the way up to Crown Point; while in the north, is a lofty and imposing range, with two or three peaks almost bald from the height of their elevation. Summits multiply as we proceed, and distant mountains arise also in the north-east; while Mount Defiance and other eminences towards the south bound the view in that direction. There are scattering farms and houses on both shores.

Navigation of Lake Champlain. Great numbers of small schooners navigate these waters, and within a few years numerous canal boats, some of them fitted with masts for schooners for sailing. Annesley's mode of building vessels

has lately been adopted here to some extent, in which timbers are discarded, and the hulls formed of inch boards running in several thicknesses, and in cross directions.

There are many fish caught in some parts of the lake.

The shores are in this part strewed with the fragments of blue lime-stone rock with organic remains.

The immediate shores are generally low all the way to Crown Point, where the lake suddenly turns to the west at a right angle, and at the distance of a mile as suddenly to the north again. A low stretch of land covered with a young forest on the left, conceals the approach to this ancient fortress, which, for position, as well as appearance and history, may be called the twin sister of Ticonderoga.

CHIMNEY POINT,

where the steam boat often receives and lands passengers, is on the north side of the lake, with a large public house in a pleasant situation; and here is the place to stop if the traveller intends to visit Crown Point, which is opposite, across a ferry $\frac{3}{4}$ of a mile.

From this elevated spot the view is various and extensive, up the lake on the left, down it on the right, with its narrow channel just in front—Crown Point opposite, and a mountain beyond, with many ranges of distant mountains towards the south-east, and several bold eminences near at hand in the south-west and west.

This point is almost insulated by two bays; and an old breast work is partly perceptible, which formerly stretched 40 or 50 rods between them, near a barn. Cattle used to be brought down here in great numbers for the use of the garrison. A ferry boat will take the traveller over to Crown Point at any hour, but the steam boat proceeds immediately.

THE FORTRESS OF CROWN POINT.

There are several old works thrown up along the shore, with little bays between them. The eastern-most one is called the Grenadiers' Battery, the middle one is the original old French fort of 1731, and now encloses a garden;

and that further west is an outwork to a bastion of the fortress.

The fortress is situated about a quarter of a mile back from the shore, and appears much like Ticonderoga from a distance, showing the walls and chimneys of the old barracks, and walls of earth surrounding them. In regard to its plan, however, it is materially different. The fortress of Crown Point was a star work, being in the form of a pentagon, with bastions at the angles, and a strong redoubt at the distance of 250 or 300 yards in advance of each of them. The fortress is surrounded by a ditch walled in with stone, except where it has been blasted into the solid rock of blue lime-stone, (as is the case in many parts, from five to twenty-five feet,) and even into the quartz rock which underlays it. Univalve shells are found in the lime-stone rock, frequently four inches in diameter. The walls are about 20 or 25 feet high, and there is a convenient path running entirely round upon the top, interrupted only by the gates at the north and south sides. Although much shaded by tall sumacs, some fine views are enjoyed in making the circuit, which is not far short of half a mile. It was built in 1756.

Opposite the north gate is a small ledge of rocks; and close by, the remains of a covered or a subterraneous way to the lake shore. On entering the fortress, the stranger finds himself in a level, spacious area, bounded on the left, and in front, by long ruinous buildings of stones two stories high, and the first 220 feet long, while the ruins of similar ones are seen on two sides on the right. This parade is about 500 feet in length. The place was surprised by Col. Warner in 1775.

The view from the walls towards the north is very fine: looking down the lake, which widens at the distance of two or three miles, you have Chimney Point on the right, and two other points projecting beyond the distant peak, called *Camel's Hump*; a range of mountains on the western shore, beginning at the distance of 18 miles, including *Bald Peak*, gradually approach till they form a near and bold boundary to the lake on the left, scattered with cleared farms and houses, and then stretching away to the south, terminate in the mountains behind. This elevation, although it seems almost as well calculated to

Command Crown Point as Mount Defiance does Ticonderoga, is not less than four miles distant.

Every thing about this old fortress bears the marks of ruin. Two magazines were blown up; the timbers in the south barracks are burnt black; a portion of the shingled roof which remains serves to cover a little hay mow and the nests of robins; while some of the entrances and other parts are fenced up for a sheep fold. The ground around it is much covered with fragments of blasted rocks, and, particularly at the south, with the ruins of old buildings. The trees which are seen, have grown since the evacuation of the place; and on one of the angles is an inscription of the date of the fortress.

In 1776 the British had a fleet on Lake Champlain composed of the following vessels: ship *Inflexible*, Capt. Pringle, carrying 18 twelve pounders; two schooners, one with 14 the other with 12 six pounders; a flat-bottomed radeau with 6 twenty-fours and 6 twelves; and 20 small craft, each carrying a gun from nine to twenty-four pounders, and several long boats, beside boats for baggage, stores, &c.

The Americans had only 2 brigs, 1 corvette, 1 sloop, 3 galleys, and 8 gondolas, the largest vessel carrying only 12 six and four pounders. These were under the command of Arnold, who drew them up between the island of Valincourt and the western shore, where they were attacked. They fought four hours, and the British at last retreated; but while making his way towards Crown Point, Arnold was overtaken, and nearly all the squadron fled up the lake, passing this place which was evacuated. Arnold remained fighting as long as possible, and did not leave his vessel until she had taken fire.

The eastern bastion rakes the little bay, over which is seen the Grenadiers' Battery, backed by a high hill on the opposite shore, and several ranges of mountains. On the right stretches away the lake, with still more lofty blue ranges in the distance, uninterrupted to the very south. The intermediate near ground declines gently and smoothly before us; and before the present growth of oaks and other trees made their appearance, could be swept by the cannon of the fortress.

On making a signal at the ferry to the steam boat, she

will stop and send for a passenger. Proceeding down the lake, the breadth of it soon increases, and at the two islands on the right it is about $1\frac{1}{2}$ miles across. A little further is

Put-in-Bay, on the eastern shore, with an island of the same name. A little north the lake appears narrower than it is, with a precipice on the left, and a small island on the right, with three bushes on it, which has hence obtained the name of the *Scotch Bonnet*. Looking south the lake presents a fine expanse, extending almost to Crown Point, with Bald Peak conspicuous on the right.

BASIN HARBOUR is a stopping place. It is very small, with room for only 3 or 4 vessels. At a great distance in the N. E. is seen the Camel's Hump: further north a high mountain in Halifax, Vt.

SLOOP ISLAND, 17 miles from Burlington, is low in the middle, and contains several trees, which look not unlike masts. It was mistaken for a sloop in a misty day, in the Revolutionary or French war, and fired upon by a vessel, whence its name.

At HARTFORD the lake suddenly opens to the breadth of several miles, and a new scene is presented to view. On the west side is a rounded island covered with pine trees, like much of the shore previously seen, and separated from the main land only by a narrow rent of about fifteen feet. Apparently just within this aperture is a rude arch of rock, like the remains of an ancient bridge. A beautiful bay makes up behind the island, of which a glimpse is caught in passing; and a little further north it opens beautifully to view, with a smooth declining shore beautifully cultivated for several miles. Farms and farm houses are seen there in every direction, and the country exhibits every appearance of industry and fertility; while a blue range of the Alleghanies rises behind them, like the Catskill Mountains seen from the city of Hudson.

On the eastern side, the Green Mountains tower at a distance over the wild, uncultivated shore, till a cluster of white buildings is discovered forming the little village of Charlotte or McNeil's Ferry, which is backed by a few fields and orchards. Further north the shores are rocky, and rise abruptly from the water.





BURLINGTON,
75 miles from *Whitehall*.

This is the largest town on Lake Champlain, and is situated in a commanding as well as a delightful position. The lake suddenly widens as you approach it from the south, and a fine semicircular bay puts up to it from the east, surrounded by a crescent of high ground, under the shelter of which the town is situated. The view from the top of the hills is truly admirable; embracing in the foreground the elegant gardens of some of the wealthier inhabitants, with the streets of Burlington below, the curving form of the bay, the whole breadth of the lake, here ten miles across, and a noble chain of distant blue mountains on the opposite side. The college has been rebuilt. The road to Windsor by *the Gulf* is very good and interesting.

PORT KENT, 10 miles,

is a small village on the western shore 16 miles from Burlington. It was begun to be built in 1824, to serve as a port to the Iron works established a little back in the country, where there is a vast quantity of ore. It contains two large stores, a wharf, &c.

PLATTSBURGH, 8 miles.

This is a town of considerable importance, situated on the banks of a small river called the Saranac, and just behind the high and steep bank of the lake, on which is a line of forts erected for the defence of the place. The town commands a fine view. (*Waterfalls on the Saranac.*)

Plattsburgh was the scene of a land and naval battle during the late war with Great Britain.

THE BATTLE OF PLATTSBURGH.

While Gen. Macomb was stationed at Plattsburgh, Sir George Prevost came from Canada with an army, and occupying the village, stood ready to attack the American troops, who were in position on the elevated ground, be-

tween the east bank of the river Saranac and the precipitous shore of the lake, where a number of forts, &c. are still to be seen. Com. McDonough was at that time on the lake with the American squadron; and hearing of the approach of Capt. Downie with the British ships, extended his line between Hospital Island and Cumberland Head, where he received and fought the enemy, with such success as to capture all his vessels. The action continued 2 hours and 20 minutes, and was performed in full sight of the armies. Capt. Downie's ship, the *Confiance*, had 105 shot in her hull, and the *Saratoga* 59, and was twice on fire. This battle caused the retreat of Prevost, and relieved that part of the country from being overrun.

McDonough's Farm lies on that part of Cumberland Head which is opposite the scene of his battle, and consists of 200 acres. It was presented to him by the Legislature of Vermont, in gratitude for his victory.

CHAZY, 15 miles.

ROUSE'S POINT, 12 miles.

There is a village by this name, on the western side; and a mile beyond it,

The **FORT**, which is a kind of large castle, built of hewn stone, with perpendicular walls, and three tiers of embrasures. It stands at the end of a low point, and was built to command the passage of the lake during the last war. On running the line of the United States and Canada, the commissioners at first fixed the boundary a little south of this place, so as to bring the fort within the limits of the latter; but in consequence of the line agreed on by the treaty coming too near Quebec, it was determined that an arrangement should be made for the benefit of both parties; and the boundary has been left in its former place. An opening through the woods, like a road, marks the place, about half a mile north of the fort.

The country hereabouts is very uninteresting: for the level country has begun which extends far into Canada. The appearance of the banks is quite uniform; they being low, and in many places almost overflowed by the





waters of the lake. There are but few signs of cultivation, but the country is evidently experiencing an increase of population.

ISLE AUX NOIX, 11 miles.

This is the English frontier post; and has been chosen with judgment, as although the ground is of hardly any elevation, it is higher than any in the neighbourhood; and the island is so situated as partly to occupy the channel, and entirely to command it.

There is a long wall and battery on the south side, with angles; beyond which are seen a large stone building, and the roofs of others on the left and right of it, forming the store houses, &c. of the post. The channel is on the east side, and very narrow, faced for a considerable distance by another battery. Sentries are posted in different places. The ship yard succeeds, and the officers' quarters, generally neat, one story buildings, with little gardens tastefully laid out. Here is a landing place in the Chinese style. A large stockaded building, which is the hospital, succeeds, with a large arch raised on the shore, bearing the royal crown. The little cabins are the soldiers' quarters, and some of them are neat, and ornamented with flowers.

The expedition against Canada, in 1775, consisted of two divisions: one of 3000 New-England and New-York soldiers, under Generals Schuyler and Montgomery, proceeded down Lake Champlain in rafts, from Ticonderoga and Crown Point, and took position at Isle aux Noix. The other, which was planned and despatched subsequently, consisted of a large body, under Gen. Arnold, and proceeded through the wilderness, in the District of Maine, for Quebec. The former division, after a little delay, proceeded to St. John's. They afterwards formed at this place a chevaux de frise in the river.

Beyond, the shores continue low and uninteresting, with numerous cabins of settlers near the water, the forest encroaching to within a short distance behind.

ST. JOHN'S, 10 miles.

Here the steam boat stops, at the head of the rapids, and at the end of navigation. Stage coaches are sometimes kept in readiness to take the passengers directly on their way to Montreal: (16 miles by land, and 9 by water on the St. Lawrence, in a steam boat.) But the arrangements are sometimes different, and it has even been the custom often to spend a night in this place. The stage house, on the left hand, about a quarter of a mile up the main street, is in some respects an excellent house.

The village presents nothing worthy of particular attention, except as the scene of some military deeds, connected with the expedition of Gen. Montgomery against this country.

While the continental troops were stationed at Isle aux Noix, in 1775, Generals Montgomery and Schuyler came down the river, and landed a mile and a half above this town, but were attacked by the Indians on their march, and though they succeeded in repelling them, thought proper to return. Soon afterwards they came again and invested the fort, which contained a garrison of 5 or 600 troops, beside 200 Canadians, and was commanded by Major Preston. The siege lasted 6 weeks, and they did not capitulate till some time after the surrender of Chambly, nor till the Americans had brought their trenches to the walls of the fort. They then obtained possession of 17 brass pieces, 22 iron, 7 mortars, with balls, bombs, &c. &c.

The Canadian money is different from that of the United States; but in consequence of the continual intercourse, the latter passes currently. Nine sous or coppers, (which are of various and sometimes curious stamps,) equal six cents. 2 sous nearly 1*d*, and 20 cents a shilling.

The pleasantest road from St. John's to Montreal, is by Chambly, and Longueil, (for which, see the Index;) but as no regular coaches go that way, it is recommended to hire a carriage in Montreal, on returning from Quebec.

Leaving St. John's for Montreal, the road passes about a mile along the western shore of the River Richelieu, which sometimes takes the names of St. John's and So-

rel, in consequence of its running by those towns. Several mountains are in sight, as Belœil, Boucherville, &c.

The Rapids may be regarded as a specimen, on a small scale, of the numerous rapids in the St. Lawrence, which will hereafter excite the interest, if not the apprehension of the stranger. The bed of the Richelieu has a rapid descent in several places, where it comes immediately under observation, and becomes so shallow as to be passable for the flattest boats only during the floods. In the summer, it is generally only a few inches deep, and the surface broken by numerous stones of all sizes, and here and there by little water falls near the shore. At the same time the banks are low and flat; the houses of one floor, whitewashed, and built at nearly equal distances, facing the river; and, in short, the general character of a scene on the St. Lawrence, may be imagined from a view here, by making allowance for its size and fertility.

The inhabitants, out of the town, immediately assume the aspect of foreigners, in dress, countenance, manners, customs, and language. Their fashions are antique, and many of them have not been changed for ages: the men wear the Canadian jacket, cap, or hat, red sash, and moccasin of rough leather. The women work laboriously in the field, and all of them speak French, generally without knowing a word of any other language. The farms will be observed, laid out in strips of 1 or 200 acres, flat, broad, and 1, 2, or even 3 miles in length; and the system of farming is extremely bad, as will be discovered at once, by the acres that are consigned to the useless and destructive little Canada Thistle. There is no such thing known here as the doctrine of a rotation of crops, and land is recovered to fertility by lying fallow, except that lately the use of manure has begun to be resorted to in a small degree. The horses are of a small breed, well known in the northern states, by the name of the country. They are small and slow, but powerful and hardy. Many of them are driven across the line, and large horses introduced into the towns in return. The value of a common Canadian horse is about \$40; and of a good one, \$60.

There is very little to be seen on this road to interest the traveller, except the novelty of what he observes.

The landscape is unvarying: the inhabitants as well as the soil are poor, and there is nothing that deserves the name even of a village. We pass a house now and then, dignified by a tall pole or mast raised in front of it, which is a singular mark of distinction conceded to officers of militia, and usually adopted by those of the lowest grades.

The people appear very happy, and have healthy countenances, inclining to round faces, and thick lips. Many of them show the upper front teeth when silent; and their aspect, although oftentimes shrewd, denotes a want of education, which is the real cause of the backward condition of society in Canada. They are all Catholics; and the churches seen here and there upon the road, are all devoted to the service of the Romish church. One large church, lately built of gray stone, will be seen on the south side of the road.

THE HALF WAY HOUSE

is dirty and disagreeable; but the inhabitants understand English, and it is generally stopped at only a few minutes. The land is divided in some places by ditches round the farms; and there are the channels of several small streams which cross the road. One of these is passed on a bridge, just east of the stopping place.

About $\frac{1}{2}$ a mile beyond, are some barracks built for troops, during the late war. One of the most singular traits in the domestic arrangements of the Canadians, is building the oven not only out of doors, like the Dutch, but directly over the pig sty.

The mountain from which the city of Montreal derived its name, and which rises immediately behind it, may be discovered at a great distance; and the house of Mr. McTavish may be perceived, like a white spot, a little distance up its side.

Some time before reaching the river, you pass an extensive common, lying on the south side of the road, and then enter the town of

LAPRAIRIE.

Hotchkiss's inn, near the river, kept by a man from the United States.

This is a large town, from which a steam boat crosses three times a day, to Montreal, 9 miles. It is built after the Canadian fashion; and very few of the inhabitants speak English. The streets are narrow, the houses low, and nothing is to be seen worthy of particular notice, excepting a nunnery and the church, both which may seem curious to those who are not familiar with Catholic countries; though of inferior interest to those of Montreal and Quebec. The nuns possess a large tract of land, nearly in the centre of the town, which is surrounded by a high wall: and they devote their time to the care of the sick, and the education of girls.

The view of Montreal from the wharf is uninterrupted. The city is distinguished at the distance of nine miles, by its thick mass of buildings, roofed with sheets of tin, and overtopped by church spires, shining with the same metal. Behind it rises a fine mountain, spotted with orchards; on the right, down the St. Lawrence, is the fortified island of St. Helen; and on the left, that of the Nuns, and several smaller ones at a distance, through which are seen the sheets of white foam caused by the rapids. The shores are low and perfectly flat in every direction; which, with the wide expanse of water, gives an aspect of tiresome monotony and extension to the scene. At a great distance up, are seen Isle Hieron and others. Uniformity will be found characteristic of almost the whole voyage to Quebec.

The current of the river will appear extremely rapid, particularly near those parts where the surface is broken by rocks; but the steam boats are supplied with engines comparatively powerful, and are able to effect the passage with facility and in safety. An hour is generally spent in going, and from $1\frac{1}{2}$ to 3 in returning. It is impossible, however, for any boat to go through the current without being borne rapidly down in some places; and there is a part of the river near the middle, where the water is clear, and the rocks are easily seen on the bottom, as the boats glide on above them. In returning, the boat sometimes passes between two rocks, near the rapids, that on the east being under water. Here the surface is much agitated, and sometimes throws the water on deck without any danger.

A particular description of the various objects in Montreal and the vicinity, will be postponed for the present ; and it is necessary here, to mention only the more prominent objects which strike the eye on the approach.

A large tinned roof on the left, with a small steeple, belongs to the convent of Gray Nuns ; further back is the Recolet church ; then the French Parish church, near which will hereafter be seen the five towers of the Great cathedral. The English Episcopal church has a tall pyramidal spire ; and that which rises farther to the right, and near the shore, is the church of Bon-seours. From some places may be seen the top of Nelson's monument, with several other remarkable objects, particularly the barracks, on the right, behind the remnant of the old city wall.

MONTREAL.

Inns. Masonic Hall,* at the north end of the city, with a piazza over the bank ; Goodenough's, St. Paul-street ; Mansion House, do. These are all large houses, and porters will be found on the shore belonging to each, who will convey the luggage, and show the way.

The landing place is unpleasant, and the stranger may be struck with the narrowness of the streets, the lowness, and heavy aspect of the houses, which are of stone or plastered to resemble it : but all this is in conformity with the fashion of the country ; and Montreal contains many fine buildings and other objects worthy of notice, together with a vicinity which in the warm season of the year is truly delightful.

Those who remain but a short time in this city, may easily pay a hasty visit to the principal objects of curiosi-

* The Masonic Hall is the most expensive hotel in Montreal. It is kept by Mr. Riasco, an Italian, and has a restaurant in the French fashion, where the stranger may select his dinner from a long bill of fare. The highest rate of board, including private parlour, &c. is 11. 5s. per day. The main building is 4 stories high, and the two wings 3.

ty ; and are recommended to take a walk through the two principal streets, and to notice the following buildings and places.

At the north end of St. Paul's-street are the Barracks. Just above the Masonic Hall, is the French church of Bon-secours, which, like the other Canadian religious buildings generally, is formed much on the plan of those in France. The roofs are, however, generally covered with tin, which is not much used in other countries. This is near the northern limit of Montreal, beyond which begins the Quebec suburb.

MASONIC HALL,

on the eastern side of the street.

THEATRE,

adjoining the Masonic Hall.

MARKET PLACE and NELSON'S MONUMENT, (*On the right.*)

Then follows a double row of shops. On the east side are several, which show articles of Indian manufacture for sale. These, however, had better be bought at the nunneries, if it is intended to visit them.

THE BLACK NUNS' GARDEN, CONVENT, AND CHAPEL,

are on the west side of the street. The wall is very high. The porter at the gate will give admission and directions, but in French. Visitors are expected to purchase a few articles of nuns', or Indian manufacture. It is most agreeable to go in parties.

THE NEW CATHEDRAL AND OLD PARISH CHURCH

are close by : a short street leads to them, west.

Passing about a quarter of a mile, by stores and shops, GOODENOUGH'S HOTEL is on the west side, in a court yard.—Further on, a street on the opposite side brings you in sight of the

GRAY NUNS' CONVENT.

A large stone building, partly new, about 410 feet in length.

MANSION HOUSE HOTEL, St. Paul's-street, below an open square.

SEMINARY.*

COLLEGE.†

(The CANAL TO LACHINE begins on the river shore, nearly against here.)

* The SEMINARY (La Seminaire) is an antique building, and contains a Catholic library of about 6000 volumes; but access to it is not very easily obtained. The College in this city was built by money supplied from the funds of this institution.

† The COLLEGE is a large building of stone, three stories high, erected in 1819 out of the funds of the "Seminary." It has a front of about 150 feet, with wings projecting in front and rear, which make the whole length about 220 feet. It has a spacious yard on the south side, for a play ground, succeeded by a fine garden; and a little brook passes in the rear, which is made very useful. In order to guard against fire, there is scarcely any wood used in the construction; and large iron doors are hung in the passages in such a manner that by shutting them the whole building may be divided into three parts, each fire-proof.

It contains about 300 students, who are divided into 8 classes, to each of which is devoted a year, with the exception of the two last, which occupy but 6 months apiece, so that the whole course of instruction is finished in 7 years. Many of the pupils, however, leave the institution before completing the course.

The Chapel is in the south wing; and the rest of the building is divided into recitation rooms, and bed rooms, the former of which are hung with maps and religious pictures, and the latter supplied with crosses and fonts. Every thing is very plain in the furniture. The price of instruction is about eighty dollars per year, and some of the pupils have allowances made them; particularly those designed for the Church, who assist in instruction by day, and study by night. There is a preparatory School connected with the College. One of the instructors always oversees the boys in their recreations.

Returning to the square, and entering another principal street running parallel to St. Paul's, you pass numerous respectable and some elegant dwellings, leaving the Parish Church and the new Cathedral on the east.

THE WESLEYAN CHAPEL.

The AMERICAN CONGREGATIONAL, and the ENGLISH EPISCOPAL Churches are passed in this side of the town.

THE COURT HOUSE

is large, but old; and in the rear of it is

THE PARADE,

a handsome piece of ground, with a walk, where the troops are drilled every morning, generally at 10 o'clock. There is commonly but a small number of soldiers in the city, during peace; and in 1825, a single regiment garrisoned Montreal and the other posts in the neighbourhood towards the United States.

The *British and Canadian School Society* established schools on the British system in Montreal, in Sept. 1822. In Sept. 1825, there had been admitted 1706 boys, and 444 girls, most of whom were of the poorer class. It is supported by voluntary subscriptions. Nine hundred pounds, the remainder of a large sum collected in England, for the instruction of Indians not otherwise instructed, is in the hands of this society, to be hereafter devoted to that object.

There is a Lancasterian School of 300 or 400 scholars, where some of the most influential Canadians, Catholics, having become aware of the value of education, have placed themselves on the committee. There is an Episcopal School on Bell's system.

The priests in Canada have begun to educate in self defence. The schools provided for by government, are restricted to masters of the English church; and a considerable number of school houses have been erected, but almost confined to the townships.

ISLAND OF ST. HELEN, OR GRANT'S ISLAND.

This has recently been purchased by the British government, for a military position and depot. It is principally covered with trees; but has a beautiful garden behind the quarters of the officers; and a fine road winding round from the landing place, on the south end, (where are some remains of old works, and a new battery,) to a rocky eminence over the arsenal, which is opposite the northern quarter of the town. This rock is about eleven feet higher than the most elevated parts of the city; and the view from it is handsome, with a wild ravine just below.

The arsenal and store houses form three buildings, with a narrow yard between them, about 125 feet in length. The batteries range on the river and town, and are furnished with neat barracks, a magazine, &c.

THE MOUNTAIN OF MONTREAL

offers an extensive and delightful view, and should by no means be forgotten by those who have an opportunity to undertake the excursion. It is better calculated to afford an idea of the country, as well as to delight the eye, than any other excursion which can be made. Yet it is recommended, if the traveller stays long enough, to take a ride or two in different directions, after having visited this favourite spot.

There are three ways of reaching the summit of the mountain: *on foot*, by an intricate route from the southern part of the city; *on horseback*, or *in a carriage*, to the ridge; or round the north end to the rear. There is also a foot path up the north end. A private road turns off from the southern road on the ridge, passing through a gate.

It is intended to erect a handsome building on the summit, and to clear away the trees; and a subscription has been opened for the purpose. At present, the only good point of view is from a rock above McTavish's house, whence a very steep path leads directly down.

The country spread out to view on arriving at this commanding height, is a plain of such vast extent as to appear in many directions quite boundless. In fact, it stretches





much farther than would be imagined ; for all the way to Quebec, the river's banks present the same appearance.

The spectator faces the east. The side of the mountain, almost precipitous, is thickly covered with trees, which soon give place below to a smooth descent, declining to the base, chiefly devoted to pasturage, on the elevation of which stands McTavish's house. A beautiful display of cultivated fields succeeds on the level, divided by high palings, and scattered with a few houses. Below a moderate descent, which appears like an old bank of the river, gardens and dwellings begin to increase ; and behind a succeeding one, of a similar description, are suburbs.

East, on the horizon, is Boucherville Mountain ; and over it is seen more indistinctly, Belœil Mountain. The plain country between the Sorel and St. Lawrence is divided into innumerable fields, with scattering houses. In the same direction is seen St. Helen's, or Grant's Island ; and in a direction with the south end of it, the steeple of Bon-secour's church. North of this are the Quebec suburbs, beginning near the barracks, the water-works, and baths. Nearer, are seen St. Louis and St. Lawrence suburbs.

S. S. East, on the opposite shore, La Prairie ; and nearly over it, the site of St. John's, which is not distinguishable. In a range with them, is Nuns' Island, and Nuns' Farm, the latter on this shore. The river is $3\frac{1}{2}$ miles wide. The suburbs on the south side of the city, are St. Antoine, Ricolet, St. Anne's, and St. Joseph's. Distant mountains.

North. Bout de l'Isle, the extremity of Montreal Island, Pointe aux Trembles, and the Village of Boucherville ; opposite which is Longueuil, and further down, Varennes, with a two-steepled church.

N. East, the view is boundless, with a succession of cultivated fields, which in the distance become quite undistinguishable. The same appearance, it will hereafter be seen, extends along the river's banks quite to Quebec.

OTHER EXCURSIONS.

To LACHINE, 9 miles, or 3 leagues. The river road pleasantest : giving a view of the Rapids, Nuns' and Heron

Islands, the Indian village of Caughnawaga opposite, and crossing the *Lachine Canal*. At Lachine is a house kept by an American, who has a Canadian wife. Crystals of axenite (carb. lime) were found in excavating the canal. The pebbles along the shore are the fragments of granite, while the black, or deep purple rocks which form the channel are lime stone, lying in strata nearly horizontal.

ROAD ROUND THE MOUNTAIN. The road near the north end of the mountain is ornamented with many beautiful seats, and there are also some extensive manufactories. Behind it is a fine extent of cultivated ground.

To Point aux Trembles and Bout de l'Isle.

The population of Montreal, by a census taken in 1825, was nearly 24,000; and 4 or 500 greater than that of Quebec.

The southern road to the Mountain, which crosses it at the less elevated part of the ridge, near the middle, leads through St. Joseph's suburbs, and afterward passes a number of fine country seats. The most remarkable are those of Mr. McGillivray, and the late Mr. Gregory, members of the old North-West Company, which has lately been converted into the Hudson's Bay Company. It engrossed the Indian trade for a vast distance up the lakes, and enriched many individuals, whose residences add materially to the appearance of the city and its environs.

The **FRIESTS' FARM** is passed on the left, near the base of the mountain, and is a large tract of land, with an old building in the ancient European style, preserving many of the features of feudal days, with its projecting square towers, small windows, pointed roofs, and weather-beaten walls. The barns connected with it are very spacious, and seem capable of containing a large part of the products of the farm. The only wonder seems to be what a few old men can do with such vast stores, as well as with their receipts from various other quarters.

The whole island of Montreal is a Seignior, in which the monks of Ricolet, as Seigniors, have the right of a tax on every farm, on every purchase and sale of real estate, and many other privileges, vested in them by the king of France on the first settlement of the place. Circumstances have conspired to reduce and destroy many

of these privileges, so that the annual income of the priests, from this rich and valuable Seigniory, is very trivial, in comparison with its extent and fertility.

The peculiar form of the land in the rear of the city, fits it in a remarkable manner for the beautiful display of fine houses and ornamental grounds. A long and regular bank extends for several miles on the right hand, that has every appearance of an old shore to the river, which may be supposed to have gradually changed and deepened its channel, leaving this and several other similar banks which rise behind each other in natural terraces, and add many varieties to the neighbouring country, which would be otherwise quite monotonous.

There is a handsome view of the plain, city, and river, from the road on the mountain, which is improved ten-fold by turning off towards the north by a private path, and going half a mile to the *Summit*. This road has been hinted at before, and the description of the view already given.

It is proposed to erect a building there for the accommodation of visitors, and to improve the path so that it may be accessible for carriages; and if this is performed, the pleasure of the excursion will be much increased.

Col. Allen, with his detachment for the surprise of Montreal, in 1776, crossed the river from Longueil; but Major Brown, not being able to land above the city as was intended, the former was taken prisoner by Gov. Carleton, after a sharp engagement, loaded with irons, and sent to England. Col. Warner afterwards erected batteries on the shore at Longueil, by which he drove back the governor when he attempted to land on his way to relieve St. John's.

ROUTE FROM MONTREAL TO NIAGARA.

(See Index, "*Routes.*")

ROUTE FROM MONTREAL TO QUEBEC.

ROAD TO QUEBEC.

Notwithstanding the common prejudices against travelling by land in Canada, which are entertained by many persons not acquainted with the country, it is recommended to those who may find it convenient, to make arrangements for performing a part of the journey in this manner, either going or returning.

The country is indeed a dead level, but it is entirely reduced to cultivation, thickly populated, and blessed with good roads. The way lies along the very margin of the St. Lawrence, passing an almost uninterrupted succession of dwellings, and supplied with many comfortable, and some good inns, which will be particularly mentioned.

As the strength of the current makes the passage of the steam boats up the river about 12 hours longer than that down, it would on this account be better to return by land; and this course would certainly be recommended, but for the greater difficulty of obtaining good carriages in Quebec. It is to be hoped that regular coaches will ere long be established to run between the two cities; for at present, it is necessary to hire a caleche, or a stage coach, at a pretty high price. At *Three Rivers*, (*Trois Rivières*,) 60 miles, the traveller may dismiss his carriage, and enter the steam boats, which regularly stop there up and down.

STEAM BOAT TO QUEBEC.

Leaving Montreal in the steam boat, you pass under the fort on St. Helen's Island, the steeples and cupolas of the city being seen nearly in the following order, begin-

ning at the south end: Gray Nuns', Ricolet Church, Black Nuns', Parish Church, Episcopal Church, Nelson's Monument, Bon-secour Church. Near the last, on the shore, is the Masonic Hotel, then the Barracks, Waterworks, and Baths, the beginning of the Quebec suburbs, the residences of Judge Reed and Mr. Malson, with terraced gardens towards the river, &c. A little below is Malson's Brewery, and Sir John Johnson's residence, (a grandson of Sir William Johnson, for whom see Battle of Lake George, &c.) The house is of brick, with a piazza.

The RAPIDS OF ST. MARY are between the island and these last mentioned objects, and run with such rapidity that steam boats are sometimes obliged to be drawn up by cattle a little distance.

LONGUEIL, just below St. Helen's.

LONGUE POINTE, 6 miles (2 leagues) from Montreal.

VERCHERES, on the east side.

VARENNES has a church with double spire.

POINTE AUX TREMBLES, 9 miles, (3 leagues.) Here is a nunnery, in which is a pretty large school for girls. There are two good inns in the place.

BOUT DE L'ISLE. Here is no village, but only a ferry.

CONTRECEUR, on the east.

REPENTIGNY, a pretty village.

At this place it is recommended to the traveller by land, to make a deviation from the direct road along the river, if he finds it convenient, to see the delightful country between it and the town of Assomption. There is a beautiful road on each bank, varied with houses and trees. Return so as to strike the road near St. Sulpice.

ST. SULPICE, 24 miles (8 leagues) from Montreal.

LA MORAYE.

BERTHIER. Here is an excellent inn, kept by a man from the United States, though his wife is a Canadian.

MACHICHE is a pretty town, at the mouth of the Riviere du Loup, and has a very neat and comfortable inn, of the best Canadian stamp, and famous for many miles round. Many French customs are still preserved by the unmixed inhabitants of the St. Lawrence, some of which are agreeable and interesting. At many of the inns, the

traveller will receive the most kind and hospitable attentions, and will find great gratification in observing the handsome flower gardens, as well as the neat arrangement of the furniture. At this house is a handsome collection of green-house plants.

There is very little variety to be discovered in the natural surface of the ground, but the journey through this region presents almost an unvarying scene of cultivation and fertility. For a great part of the distance, there is a narrow strip of corn or potatoes between the road and the river's bank, to correspond with the fields which stretch off to such a distance on the other hand; and the variety of crops, and the occasional rows and clumps of trees, remove, in a good degree, the natural sameness of the landscape.

NAVIGATION AND TRADE OF THE ST. LAWRENCE, &c.

Steam boats are of the utmost importance on this great river, for they contribute extremely to the convenience and expedition of travelling, and render most valuable assistance to commerce. In 1825, there were seven steam boats constantly employed between Montreal and Quebec, most of them fitted to accommodate passengers, as well as to carry freight, and all provided with powerful engines. The *Hercules*, however, which is devoted exclusively to towing vessels, exceeds in power all the others, and may usually be met with in some part of the river, sometimes with three or four large brigs or schooners, fully laden, lashed on all sides of her, yet moving along with considerable velocity. The principal article of export from Canada is lumber, a great deal of which is carried to Quebec in immense rafts, and then shipped for England. These rafts have usually a great number of sails to hoist in a fair wind, with huts to shelter the men from the weather, so that they have a very singular appearance, and at a distance, look like a fleet of sail boats.

The French Canadians, notwithstanding the common prejudices against them, appear, on acquaintance, to be an intelligent people. They certainly are amiable, cheerful, and gay, and their backwardness in improvements is

attributable to the system under which they live. They are generally brought up in great ignorance, and they are taught to dislike and avoid not only the Protestant principles, but Protestants themselves. The author has the word of one of their own priests for stating, that not more than one-sixth of the population are ever taught to read or write. In New-England, as is well known, the law provides for the instruction of every child, without exception ; and every child is actually instructed. Books and newspapers, therefore, lose their effect as well as their value among these people. The British government have encouraged schools here, but until lately, almost without success. Among those regions where English and Scotch have settled, instruction is gaining ground ; and in Montreal, the public schools are rising in importance : but it is to be feared that the Catholic priests will long continue to oppose the extension of real knowledge, and that while they retain their influence, the character of the people will remain depressed.

If the value of land were once secured by a good substitute for the baronial tenures, and raised by the free exportation of grain ; if the inhabitants were taught to know, and set at liberty to think like men, the Canadians would not long be considered destitute of understanding or of ingenuity. As circumstances are, Canada will long be an agreeable country to travellers from "the States," because they will find so much reason to congratulate themselves on the superior favours with which Providence has blessed them in the state of their society at home.

In 1825, there were many signs of prosperity exhibited by the farmers between Montreal and Three Rivers, in the extension or erection of buildings. In that tract of country is usually to be seen about half an acre of Indian corn, which will furnish 18 or 20 bushels ; and it is the custom not to build fences, the cattle being kept from the land, and fed on weeds until the crops are off.

The houses are generally of one story, and are built of wood or stone, according to the nature of the country. Some of them are formed of squared timbers, and even of round logs ; but the latter are usually employed for the construction of barns only, which are often covered with

thatch. The houses and barns are frequently composed of several small buildings, erected at different periods, according to the capacity or necessities of the proprietors.

WILLIAM HENRY, OR SOREL,

45 miles, or 15 leagues from Montreal.

This town, though quite small, is one of the principal places between the two capitals. It is on the south side of the St. Lawrence, at the mouth of the Sorel, or Richelieu, in a very sandy situation; and contains nothing worthy of notice except a little old church, a palisadoed fort, and a neat little square, at the distance of a short walk, surrounded with several pretty white houses, a church, &c. a little in the New-England style. The fences are generally low, and afford the sight of gardens.

The flowers which abound in the Canadian gardens are principally roses, carnations, sweet-williams, candidus, monthly roses, (blossoming only a part of the year.)

As the steam boats usually stop here half an hour or more, there is time enough to go on shore. The population principally consists of disbanded soldiers, so that the dwellings are generally poor, and most of the people speak some dialect of English. The garrison contains only 30 or 40 men in time of peace, and the commanding officer has a pretty residence opposite the town, where the fields have a green and fertile appearance.

The Government House stands about three-quarters of a mile beyond the town. It is a large red building, with barracks near it. The boat turns round on leaving Sorel, and returns to the St. Lawrence, the distant land beginning to have some elevation.

On the opposite point, Gen. Montgomery erected batteries on taking the place, in 1776, and prepared rafts and floating batteries, which maintained an engagement with the ships in which Gov. Carleton attempted to escape to Quebec, and drove him back towards Montreal. He afterwards passed them in an open boat at night; but his vessels fell into the hands of the Americans.

BERTHIER is on the opposite side of the St. Lawrence,

but out of sight, being behind several low islands. Some of the steam boats stop there instead of at Sorel. There is a ferry across.

LAKE ST. PETER.

On entering this large tract of water, the shores at the opposite end appear like mere lines upon the horizon, the land being still so flat near the river as to seem hardly sufficient to prevent it from overflowing. A vessel at the opposite end appears like a mere speck, the length of the lake being 20 miles.

POINTE DU LAC, or WOODLANDS, is seen on the northern shore, when nearly across; but it is situated beyond the lake. A ridge of high land continues on the north, following the course of the river.

Opposite Woodlands is NICOLET, 9 miles from Three Rivers. The place is large, and contains an English and a French church, together with a nunnery, and a college, founded by the Catholic bishop of Quebec.

THREE RIVERS, [Trois Rivieres,] *Half way.*

This is the largest town between Montreal and Quebec, and is 96 miles from the former, and 84 from the latter. The streets are generally straight, and regularly built, though narrow; and the houses, although neat, are generally only one or two stories high, with windows in the roofs, and being principally plastered, have rather a dark aspect, like those of Montreal. It contains shops of various sorts, and several inns of a decent appearance.

The Nunnery is in the east part of the town, and has extensive grounds connected with it.

The Chapel of the Convent has a number of pictures, of which the one on the right of the main altar is the best: Magdalen weeping. The Parish Church is in the south part of the town. Two large buildings, formerly the Court House and Jail, with the Nunnery, are the principal objects.

While the American forces were on the retreat from Quebec in 1775, Gen. Sullivan sent Gen. Thompson down from Sorel to attack this place. He went down the right

bank of Lake St. Peter, and landed 9 miles from the town; but being discovered and misled, he found Gen. Frazer drawn up in order of battle, while Gen. Nesbit was sent to cut off his retreat; and the battle, which immediately commenced, was short and disastrous to the assailants, who lost their commander, and many officers and soldiers, as prisoners, although they had few killed.

LE BIGNEUX, a village on the south side of the river, known by its double-spired church. It stands on a steep bank, about 60 feet high, and marks the commencement of the Richelieu Rapids.

The river here winds between broken banks, and the number of cottages is so great as to make the scene more animating. A few blue, but not lofty mountains, are seen down the river.

RAPIDS OF RICHELIEU.

The river, which is about two miles wide, here runs with great velocity, particularly the first three miles; but the water is deep, and the surface unbroken, except near the shores, which are lined with innumerable loose round stones and rocks, extremely dangerous to vessels when they get among them. These rocks seem placed with much regularity, forming two ranges, and making the water appear as if it had a gradual swell from both sides to the middle of the river. Although the navigation of this part of the St. Lawrence requires great skill and caution in other vessels, steam boats pass with security; yet, on account of the force of the current at ebb tide, even they are obliged to vary their hours of leaving Quebec, in such a way as to have the flood through the rapids. Vessels are often seen waiting at the bottom of the rapids for a change of tide, or for a steam boat to tow them up. The rapids extend about nine miles.

ST. ANTOINE, on the south bank, is 18 miles (6 leagues) from Quebec. The mountain seen towards the north-east is that of Lorette, and the bank on that side makes a beautiful slope to the river, agreeably varied by cultivated fields, interrupted by occasional patches of wood land: on the side of the ridge, about midway from the water to

the top, passes the road. The south shore, on the contrary, continues high and abrupt and nearly perpendicular, with innumerable cottages peeping over the brow.

POINT AUX TREMBLES, a village on the north shore. The river is about the same breadth all along here, viz. about two miles, although it appears much narrower; the depth is about five fathoms, and the tide rises 14 or 15 feet. Notwithstanding the thickness of the population on the shores, the country is a wilderness only about four miles back, being comprehended in what is called the *King's Hunting Ground*, which extends from Three Rivers, 40 or 50 miles below this place.

JACQUES CARTIER, 30 miles from Quebec. This is a village on the north side, situated at the mouth of the river of the same name, which is likewise distinguished by the name of the first explorer of the river St. Lawrence.

CAROUGE CREEK, on the north side. Here a pretty view opens, for a few minutes, into the interior, on the north shore, showing the Indian village of Lorette, at the distance of three or four miles, with an extent of beautiful land, and a range of fine mountains in the rear.

CHAUDIERE RIVER is a little below, with a rock on the lower side, at its mouth.

Looking down the St. Lawrence, part of Point Levi is seen, covered with white buildings, one of which is the church. It is opposite Quebec, which remains for a considerable distance invisible. The banks rise to a greater and greater height, and present every variety of surface.

SILLERY COVE is a mile below, above which was fought the final battle between the English and French in 1759, after the capture of Quebec by Gen. Wolfe, which completed the conquest of Canada. At the village are the remains of the first church ever built in Canada.

WOLFE'S COVE is behind the next point. This is the place where Wolfe landed in the night, and up the precipitous bank he climbed with his troops, afterwards drawing up his cannon. Here Gen. Arnold afterwards took up his troops, in 1755. There is a remarkable rock projecting from the bank, at the head of the cove, a little to the right of which is seen a road running up the hill, at the place where the troops went up, when there was nothing but a

foot path. The spot is about a quarter of a mile west of a large yellow house above the bank.

CAPE DIAMOND is the abrupt bluff in which terminates the high land on the north, and under the opposite side of which Quebec is situated. It is 348 feet high ; and the fortified lines on its brow belong to the city walls, and the citadel, which is included by them. The telegraph is raised on the Cavaliers' Battery, and the round buildings on the ridge are Marcello towers, which serve as advanced works to the fortress. The opposite point is Point Levi and the mountains of *St. Anne and Tourmente* appear many miles down the river.

General Montgomery was killed just at the base of Cape Diamond, in attacking a block house on the shore, in 1775.

QUEBEC.

The LOWER TOWN of Quebec begins near this spot, and stretches along at the foot of the rock, while the Upper Town soon begins to open to view above, though the principal part of it is on the top and the opposite side.

The CASTLE OF ST. LOUIS, or the GOVERNOR'S HOUSE, overhangs the precipice, being built on supporters, and makes a conspicuous appearance, interrupting the city wall, which encloses the Upper Town.

But the current is too swift to allow much time for observation before arriving at the wharf, where the traveller will find servants in waiting from the principal public houses in the city : these are all in the UPPER TOWN, the ascent to which is intricate as well as steep and laborious, so that the stranger will want their assistance as guides.

INNS. New Union Hotel, building in 1825, near the Esplanade.

Mr. Lemoine's Boarding House.

Malhiot's. 41 St. Johns-street.

La Fontaine's. Opposite.

The Lower Town is crowded and dirty, and contains no decent public houses. After three or four turns, you begin to ascend Mountain-street, which is very steep and laborious, and leads to a gate in the city wall, which is very massive, built in the old European style, of solid

Map of the
ST. LAWRENCE
from
MONTREAL to QUEBEC



stone, very thick, with narrow passage ways for carriages and footmen, and a guard chamber above, with loop-holes for musketeers. On the right, after passing this gate, is a battery of heavy guns ; and the road in that direction, by the city wall, conducts to within a few steps of Mr. Le-moine's. On the contrary, to go to the other houses mentioned, it is necessary to follow the street which opens a little to the left, and leads into the midst of the city.

The reason why good inns and boarding houses are so scarce in Quebec, is that during the greater part of the year there are no strangers here, except such as come from the neighbouring parts of country, and those not generally of the higher orders of society. During the warm months, therefore, when travellers can go with pleasure in steam boats, a great want of accommodations is sometimes experienced, particularly within the last year or two : for the numbers of strangers resorting here at that time has astonishingly increased. These are almost all from the United States, and appear to be regarded as welcome visitors by the inhabitants, who are generally remarkable for their kindness and attention to strangers.

THE MILITARY BAND, attached to the regiment in garrison at this place, gives some fine music every day about sunset, and is well worthy of attention. The band consists of about thirteen buglemen, and assembles in front of the barracks, which are in the old Jesuits' College, on the Market Square.

A walk to the Esplanade, in the highest part of the city, by the wall, is very delightful at morning or evening, as it commands a fine view : but Cape Diamond the finest of all.

It is recommended to the stranger to seize the first pleasant days to make excursions to the Falls of Montmorency, the village of Lorette &c., which will be more particularly spoken of hereafter ; and it will be found much better, on several accounts, to set out as early in the morning as possible.

The walls of Quebec enclose the upper part of the hill, and a little of its declivity on the north side ; but the space is so small that the buildings are extremely crowded together, and the streets are as closely built as in the largest cities. Very few of the private houses present any thing remarkable, but there are many public buildings

worthy of particular attention. Population in 1825, about 22,000.

THE FRENCH PARISH CHURCH

stands on one side of the public square, facing the barracks, with the seminary on one side. The church contains little that is remarkable, the whole interior appearing rather ordinary, and the pictures having little to boast of; the principal of them are a Holy Family, an Ascension, Crucifixion, Descent of Tongues, and Last Supper.

The COLLEGE, which stands a little to the right in coming out of the church, is a large stone building in which a considerable number of youth are educated by priests, and may be distinguished in the city by wearing the long black gown, sash, and cornered cap, common to such institutions in Catholic countries.

THE CHAPEL OF THE SEMINARY,

which stands a little left from the principal gate, contains the best collection of pictures, it is said, in all Canada: beginning on the right hand near the door, is a picture of the Virgin Mary attended by angels, &c. in the first chapel on that side is a picture of the Crucifixion, over the altar; on the right, the Baptism of the Ethiopian, John's Baptism, St. John; on the left, a portrait, St. Peter receiving the keys, infant Saviour, Devotees, &c. on the church wall, next is a good picture unknown, then the Ascension, and Interment of the Saviour; and over the high altar, a Holy Family, and Dove descending; what appears to be some priest's dream; on the left side, is the Descent of Tongues, and Angel visiting a saint in prison, good; over the altar in the remaining chapel, is the Baptism in the Wilderness, with a number of poor pictures; and in the church is an Evangelist, Wise Men presenting Gifts, &c.

In two gilt boxes, one on each side of the high altar, are two skulls, with several human bones, placed against red silk, which are regarded with superstitious reverence, as holy and perhaps miraculous relics; a lamp is kept constantly burning under that on the left hand.

THE BARRACKS

are in a large stone building opposite the church, which was formerly the Jesuits' College: it is three and four stories high, forming an angle like an L, each side of which is about 200 feet long. Here are quartered the troops which garrison the city; in time of peace they consist of two regiments of infantry, two companies of artillery, and one of sappers and miners.

CONVENTS.

There are two convents in Quebec; one of them has about 40 *Ursulines*, who have a large convent and church near the prison, in the west part of the city, and keep a large school for girls. The other convent is lower down, and contains an hospital for diseases of the lighter kind; while the most serious and severe are treated at the nunnery near the St. Charles's River, about $1\frac{1}{2}$ miles above the town. These institutions, however, are not now open to visitors as they formerly were; at least in 1825 it was impossible to gain access to them.

THE ARSENAL

is near the palace gate, and contains about 100,000 stand of arms, arranged with great regularity.

THE CASTLE OF ST. LOUIS

is a large building, but makes a less imposing appearance than when seen from the water. The street beyond commands a fine view; and there are several beautiful terraced gardens formed on the steep side of the rock, almost overhanging the buildings in the lower town.

The fortifications of the city on the land side are strong, and worthy of particular attention; as before remarked, they may be examined with interest by taking a walk in that direction, in the morning or evening.

ST. LOUIS'S GATE is the highest of the city gates, and the street of the same name conducts to it; this leads to the famous Plains of Abraham, and the battle ground of Gen. Wolfe.

THE ESPLANADE BATTERY

lies between St. Louis and St. John's gates, and contains

12 cannon and 4 mortars, with magazines built where they could not be injured by an enemy's shot. The ground slopes in such a manner as to expose a large extent of country to view, the fine fertile plain beyond St. Charles's River, the beautiful ridge of land beyond, with the villages of Lorette, Charlebourg and others ; the St. Lawrence on the right, with Point Levi, and the Isle of Orleans, and the fine ranges of distant mountains. The mouth of the Montmorency can easily be discerned, on the left bank of the St. Lawrence, about 9 miles from the city ; that is the spot where the falls are to be seen, and the battle ground where Gen. Wolfe made an unsuccessful attack on the French General Dieskau, before the capture of the city.

Mounting to the parapet near the gate of St. Louis, the plan of the defences may be in part discerned, even by an unpractised eye ; and by descending and passing through the gate, the strength of the place will be better understood. The walls of the city, the bastions, and other works, are from 20 to 30 feet in height, and formed of stone. The path is made to turn several abrupt angles, in order to expose the approach to raking fires. In coming towards the gate from the country, at the first angle, the stranger is brought to face 8 cannon, placed in two rows, at the second angle 2, and at the third 2 ; at the fourth he sees 3 on the right and 3 on the left ; and at the fifth finds himself in front of the gate, which has a gun on its top. The gate is of very heavy and durable masonry, and the passage through it is a dark arched way, about 55 feet long ; it is closed by two heavy doors, with wickets so placed as not to face each other. Near the hospital is part of the old French wall, about 50 feet high, which contains two or three gentlemen's gardens.

THE CITADEL,

on Cape Diamond, is designed for a place of impregnable strength. It has been gradually progressing for a number of years, and in 1825 was not expected to be soon completed. Admission may be usually obtained by application to the proper officers, and the necessary information gained at the hotels. The British government intended to devote 5000*l.* per annum on these works ; but as the money

is sometimes delayed, they are occasionally exposed to some interruptions.

Most of the works are to be new, though some parts of the old have been made to serve. They will include 5 or 6 acres, on the very summit of Cape Diamond, and extend to the verge of the precipice, 348 feet above the St. Lawrence. There are to be four bastions and one demi bastion, a ravelin, in advance of the western bastion, and other out-works. The walls are about 40 feet high, and built perpendicularly, of fine hewn stone; the ditch being blasted out of the solid rock, and about 50 feet wide. After making two angles on the west of the gate, the new wall joins the old.

THE CASEMATES. Entering the gate, and passing behind the wall, a continued line of large rooms is discovered following the wall, built of substantial brick work, and arched over head with such strength as to be bomb proof. These rooms, which are known by the technical name of Casemates, are about 50 feet long, 20 wide, and 16 or 18 high, each to be lighted by a door and two small windows, looking inward, and pierced at the other side, with five loop holes each, for musketry. These loop holes are on the new plan, narrow inside, and opening with steps faced with iron, to prevent musket shot from glancing in. In 1825, about 30 casemates had been completed, and about 10 more were designed; these are all towards the land side, the natural defence of the precipice over the water being sufficiently strong. The casemates will communicate with each other by folding doors, which may be thrown open the whole length of the bomb proofs, and will then furnish space for the whole garrison, (from 3000 to 5000 men,) to parade at once.

THE SUBTERRANEAN PASSAGE leads from a little staircase in the bastion next east of the gate, under the ditch, to a small out-work with two or three casemated rooms. The stairs are so narrow, as to admit only one person at a time; and are constructed in a spiral form, and in the neatest manner. The passage, which is about 130 feet long, has also two branches where guards might be placed to prevent intrusion. The cooking rooms, for part of the garrison, are near the second bastion; and over the whole are to be mounted large cannon.

BROCK'S BATTERY, a work of wood and earth, raised during the late war with the United States, is to be partly retained and converted into a Cavaliers' Battery. This, as well as the magazines, barracks, officers' quarters, &c. is within the works ; and at the corner next the river and town, is the old Cavaliers' Battery, a very heavy stone building, originally erected for the palace of the French governors of Quebec : below it, at the water's edge, Gen. Montgomery was killed. It has dark vaults, the walls are six feet thick, near the ground, and from the Telegraph on the top is one of the finest views that can be imagined : the broad surface of the St. Lawrence lies below, and stretches off far to the right and left ; the whole city of Quebec is crowded together almost beneath you, while Point Levi, with its white buildings, is seen opposite, with a long stretch of lofty shores. Turning the eye in the opposite direction, the beautiful ridge of land, which begins many miles down the river on the northern side, and rises with a gentle swell from the shore, covered with the richest and most varied display of cultivation, offers a most delightful view over an extensive and fertile region, beautiful in form, divided into innumerable portions, cultivated by a dense and industrious population, and scattered with their clustered dwellings. On the left, appears, among other villages, that of Lorette, with the Montreal road for nine miles, almost lined with houses ; and on the right that of Beaufort, occupying the ridge of the high ground, while a little beyond it, is the chasm into which the River Montmorency plunges, with its famous cataract, just before it joins the St. Lawrence ; all the horizon in that direction, and indeed from the west to the north, and quite to the east, is broken by ranges of fine mountains, some of them near and bold, and in other places, between them, distant blue ridges are disclosed, three, four, or five in succession. In the south and south-west, where an aperture is left, is a distant and lower range, scattered with cottages. It may, perhaps, not be hazarding too much to say, that no scene in Canada, or the United States, can boast of a combination of objects, comparable in variety and magnificence to those here presented to view.

CAPE DIAMOND derives its name from the beautiful lit-

the rock-crystals, which are found in veins of white crystallized lime-stone, disseminated in the black lime-stone blasted out for the works. The quartz stones used in the walls are very fine, and are brought from three miles above the city. Of those prepared for corner stones of a bastion, near the old governor's house, are homogeneous masses of granular quartz, weighing $1\frac{1}{2}$ or 2 tons, or even more. Some of the crystals are perfect and brilliant, though small.

There is a long stair case of many steps, leading from this elevated position down to the Lower Town, by which, it was originally intended to draw up heavy articles.

THE PLAINS OF ABRAHAM.

This interesting tract of ground, the field where Gen. Wolfe succeeded, by a bold and decisive blow, in capturing the city of Quebec in 1759, lies at only about the distance of a mile, and should not be neglected. Indeed it would be found amply to repay the trouble, to make a much longer excursion in that direction, as the road is fine and the country interesting.*

* After the battle of Montmorency, while the English fleet lay up the river, at one o'clock in the night of September 12th, 1759, Gen. Wolfe quietly transported his troops from the fleet into the boats, and cautiously passed down the river. He intended to land two or three miles above Cape Diamond, and get possession of the Heights of Abraham: but was drifted down so rapidly that he passed the place without discovering it, and then resolved to attempt a landing at Wolfe's Cove, just above the city. The shore is bold and the rocks so high and steep, that only a few sentinels were posted along the precipices and the margin. This desperate enterprise however did not discourage the leader or his troops; but an hour before day break they had effected their landing, and commenced the arduous ascent by a narrow, broken path, at the top of which was stationed a captain's guard. As fast as the English reached the summit they formed on the level plain.

At ten o'clock Montcalm arrived from above, and a battle was fought, which decided the fate of Canada. Montcalm stationed 1500 sharp shooters in front, but the British coolly stood their ground till the French were within 40 yards, when

Passing out at St. Louis's Gate, you observe a number of handsome dwellings and gardens by the road side, until you get some distance beyond the towers, when you turn into the Race Course on the left side of the road. Corporal M'Gowan, who lives on the ground, is considered a tolerable guide to the field, though he can say little more than that Gen. Wolfe fell near the corner of the fenced field, off towards the river, and that the stone which formerly marked the spot, has now been removed. A little east of the place, is the remnant of a breast work, with several angles, marked out by bushes, and commanding a fine view. The British line was first formed across the plain, and ran near the house before mentioned, and the battle was fought principally on that ground.

The Plains of Abraham are about a quarter of a mile in breadth, extending a great distance towards the west, with a gentle slope on each side, and so smooth as to offer an admirable field for the manœuvring and display of troops. From the old breast-work, not only this ground is overlooked, but the shipping in Wolfe's Cove, the opposite shore, the river to the next turn, &c. The spot appears, indeed, inferior in elevation only to Cape Diamond and the middle tower.

WOLFE'S COVE

is about a mile further west, or half a mile beyond the large house seen near the river's bank. A branch of the road leads off to it from the left, and descends to the shore by a passage cut out long since the time of Gen. Wolfe, as the cove is now a great deposite for lumber.

they opened their fire, and soon afterwards terminated the engagement with their bayonets. The place where the greatest carnage was made, is near the river's bank, where the English left was closely engaged with the French right. The action lasted two hours, and in it both chiefs received their mortal wounds. Gen. Wolfe was shot in two or three places. When hardly any signs of life remained, news was brought that the day had declared for the British, "Then," said he, "I die content."

The course which he followed up the bank, lay along the channel of a little brook, which leads off to the right, while the road goes straight on up the bank.

SIEGE OF QUEBEC IN 1755.

The scenes we have thus briefly recalled, are not the only ones of a military character, of which this commanding and delightful plain has been the theatre.

In 1775, soon after the commencement of the revolution, the Continental Congress prepared an expedition against Canada. It consisted of two divisions: one under Gen. Montgomery came down Lake Champlain and took St. John's, Chambly, Sorel, Three Rivers, and then proceeded down the St. Lawrence to this place. The other under Gen. Arnold, took the route through the wilderness of Maine for Quebec.

Arnold had 10 companies of infantry, beside 3 of riflemen, and one of artillery, with a few volunteers. They proceeded up the Kennebeck, but suffered so much from fatigue and scarcity that many fell sick, and one division returned. The remainder, however, reached Point Levi on the 9th of November, and alarmed the city. The bateaux had been removed, and the strong wind detained them from crossing, after they had been supplied by the Canadians. The English frigate *Lizard* and several other vessels were also in the river. He at length, however, effected a landing a little above Wolfe's Cove, and marching down the shore climbed up the rocks at that place, and surrounded the city without effect. He then retired 20 miles to Pointe aux Trembles, and waited for Gen. Montgomery, who arrived, after great trials, Dec. 1st, with about 300 men.

The two generals afterwards marched to Quebec, and planting their mortars on the snow and ice, fired into the town with little effect. The small pox broke out, and the cold was severe; but the town was attacked at four points at once, in a snow storm, without success. Montgomery was killed, one detachment was taken, and Arnold retired three miles and entrenched himself.

THE FALLS OF MONTMORENCY.

Hire a coach, a gig, a caleche or a saddle horse, and set out, if possible, early in the morning. In a caleche, you will have the advantage of a guide in your driver. Pass through the Palace gate and a village divided from Quebec only by the wall, cross the bridge over St. Charles's river, which forms a regular serpentine, and enter the beautiful cultivated plain beyond. The Convent and Hospital are seen about a mile on the left, and a handsome succession of fields is observed on both sides, divided by low palings. At the distance of a mile and a half the road passes several country houses, among which are remarkable Mr. Williams's, a Quebec merchant, Col. Arcan's, &c.

Riding down the coast, at a considerable elevation from the river, many fine views are presented of the opposite banks, the isle of Orleans, the mountains of St. Anne and Tourmente down the river. The dwellings are small, and the inhabitants poor and numerous.

BEAUPORT is a village principally composed of such buildings, stretching for a great distance along the road. Just before entering it, some large mills are seen on the right, standing on a stream which crosses the path, and beyond there is a natural pavement formed of the horizontal rock. There is a small church here, with three steeples, prettily situated on the river's bank, with a patch of grass and trees around it; but it contains nothing worthy of particular attention.

On approaching the Montmorency, the road turns to the left, and then to the right, on an extensive, smooth and gradual ascent, part of which was the field of a bloody slaughter, suffered by a division of Gen. Wolfe's army in 1759, a short time previous to his battle on the Heights of Abraham. The position of the armies will be more easily understood on reaching the opposite side of the river: it is therefore sufficient to remark here, that the French lines were bounded by the nearer bank, as the remains of their entrenchments on the left still testify; and that the British came up from the shore of the St. Lawrence on

the right, to attack two of their nearest batteries, before the second of which they were cut to pieces.

Dismounting in a little wood and fastening the horses, you may proceed along the precipitous bank of the Montmorency, by a foot path, to see the falls from this side. As it is a difficult way, and the view more fine and unobstructed from the opposite side, it is hardly worth the trouble, unless you have plenty of time. You have to clamber rocks, pass down a long ladder, and stand on the verge of an abyss into which the cataract dashes. Water is drawn off here in a wooden race, for the supply of Mr. Patterson's great Saw-mills, which are worthy of being visited.

It is better therefore to follow the road on foot, to cross the bridge, (where you pay *a sous*,) and entering the fields on the right, follow down the course of the river. There are several fine points of view, from which the falls appear to great advantage; but on account of the height and steepness of the banks, it is necessary to descend towards the St. Lawrence, and then return by the margin, to obtain a sight of them from below.

On the fine elevated point formed by the junction of the two rivers, and commanding an unobstructed view upon the St. Lawrence for many miles up and down, with several lofty mountains below, the Isle of Orleans opposite, Quebec above, and the cataract close at hand, the British here took a strong position in July 1759; and from this place made a bold, but unsuccessful attempt against their enemies on the opposite side. The remains of their entrenchments are plainly visible under our feet; and it is easy to comprehend the situation of the forces before the capture of Quebec, the circumstances which rendered the first battle so calamitous to the invading force, in the first battle, and those which favoured them in the second. The natural and artificial strength of the city combined, was enough, even in those days, to discourage any attempt against it from the water; and in order to prevent an approach by land, the French occupied two strong positions at a distance above and below it: the former at Sillery River, the other at the Montmorency. Wolfe here made a first, but unsuccessful attempt; and afterwards, by a still more desperate blow, accomplished

his wishes at the Plains of Abraham. For an account of the battle of Montmorency, we refer to the note.*

The best view of the cataract is to be enjoyed from the spur of the rock, which projects from the eastern shore ; but the spray, which keeps the surface covered with a coat of green, will drench the clothes in a few minutes.

The height of the fall is said to be 240 feet ; and the

* BATTLE OF MONTMORENCY.

When Gen. Wolfe came to operate against Quebec in June, 1759, he posted his army on the island of Orleans, while the fleet blockaded the port. At the end of that month General Monckton was sent over to Point Levi, and established himself there, whence he was able to fire upon the city. Above the River Montmorency the landing was protected by the Marquis de Montcalm. Gen. Wolfe landed his troops at the mouth of the Montmorency during the night of July 31st, and erected a battery on the precipice north-east of the falls, the remains of which are to be seen. The French were entrenched along the opposite bank ; and on the 31st of July Gen. Wolfe sent his troops to ford the Montmorency below the falls, to storm their works. Some of Gen. Monckton's force from Point Levi in crossing with boats got aground, and difficulty ensued ; but the landing was made in the afternoon on the beach to the right of the saw mills. They came however too late : for the thirteen grenadier companies with 200 Americans, who had landed before, refused to wait or to form, as had been intended in four columns, but marched tumultuously round the rock, and rushed up hill in a mass towards the French works, at some distance back from the old redoubt on the point, which had been deserted. A warm fire however was directed against them, which cut down about 500 men, and they were obliged to retreat to the redoubt, whence they were ordered back to the beach to form. The enterprise was then interrupted by a severe storm, and finally abandoned.

The British army afterwards went up the river in the fleet, and the Marquis Bougainville was sent with 1500 men to watch their movements. With wonderful skill and good fortune, however, Gen. Wolfe succeeded in baffling their vigilance, as well as that of all the sentinels along the whole shore ; but the scene of the event with which these movements was connected lies at a distance from the place where we now are ; and it will be necessary to return to Quebec and visit the PLAINS OF ABRAHAM to retrace it with advantage.

banks on both sides below forms a precipitous and frightful precipice, of rather a curving form, of bare, sharp, slaty rock, whose strata incline from north to south, and the perpendicular veins run nearly N. W. and S. E.

At low water the Montmorency may be forded, with some caution, where it was passed by the British troops; but the tide rises fast and high.

The Saw Mills built by Mr. Patterson are situated behind the western shore of the Montmorency. As before remarked, they are supplied with water by the trough seen on the other side. They are all contained in one large building, where the water enters at the third story in three channels, moving 6 gates in the second story, and 5 in the first. These gates are collections of saws, containing 6 or 8 each, which cut up whole logs into planks or boards at once.

The rafts of timber are stopped above the mill, taken apart, and thus floated down by a little canal, whence they are drawn up by machinery, several logs being bound together by a chain, and laid before the saws. Vast quantities of sawn lumber are generally to be seen here on the wharves, ready for shipping. The mill contains 80 single saws, beside 5 circular ones, which perform their work with great rapidity.

THE VILLAGE OF LORETTE

may be taken in the way returning from Montmorency, if there should be time enough remaining, (which is barely possible,) and the ride along the high ridge leading in that direction, will be found delightful. Lorette is an Indian village, with a Catholic church, and the stranger may furnish himself with moccasins, belts, pipes, &c.

Route from Quebec to Boston. It is proposed by the state of Maine, to open a road from Hallowell up the course of the Kennebeck River, to the Canada line near Quebec. There is a communication kept up to some extent between the two places, and considerable numbers of cattle are driven every year that way; but for a great distance it is necessary to pass through a wilderness, and in consequence of the want of inhabitants, there is no shelter to be found for man or beast, for several days' journeys.

The names and distances of the principal places on this wild and unfrequented route, are given below. When the proposed road shall have been opened, it will be found a convenient way to New-England, for those who do not wish to return by Montreal, and will become peopled and frequently travelled. This is the route by which Gen. Arnold approached Quebec in 1775.

Quebec to the Chaudiere, or

Riviere du Loup.....	60	
Moose River.....	37	97
Forks of the Kennebeck.....	24	121
Upper settlement on do.....	12	133
Hallowell.....	67	200
Boston.....	170	370

Another route *along the Penobscot* is also to be surveyed by the authority of the state of Maine.

Land Route from Quebec to Montreal.

Upper Road.

(The pleasanter.)

1st post, Lorette,.....	16 miles.
2d Jacques Cartier,.....	16
3d Deschambeaux,.....	16
4th St. Anne,.....	16
5th Baticamp,.....	8
6th Champlain,.....	9
7th Aux Capes,.....	8
8th Trois Rivieres,.....	6

Lower Road.

1st post, Cape Rouge,.....	9
2d St. Augustine,.....	9
3d Pointe aux Trembles,.....	8
4th Ecureil,.....	9
5th Cape Santé,.....	9
(Garneau's inn, called " <i>the Three Sisters</i> ,"	
is excellent.)	
6th Deschambeaux, &c.....	8 miles.

ROUTES FROM QUEBEC.

ROAD FROM QUEBEC TO MONTREAL.

For remarks on the advantages of travelling by land on the St. Lawrence, compared with those offered by the steam boats, see page 200, recollecting that the passage in the latter is usually 12 hours longer up the river than down. (For the list of places, see the last page.)

The country for some miles above Quebec is more varied in its surface, than that below Montreal; and ca-leches and gigs may be obtained here as well as there. It is to be hoped that regular stage coaches will soon be established on that road. The foregoing is an enumeration of the villages and best inns. The former are generally nine miles apart, but the distances are particularized.

STEAM BOAT. Engage an early passage to Montreal.

The number of steam boats employed on the St. Lawrence, in 1825, was seven; and for remarks on the navigation of the river, see page 202.

Leaving the dock, you pass under Cape Diamond, nearly at the foot of which *General Montgomery* was killed in 775.

Wolfe's Cove is about a mile beyond. See page 207.

For the other places along the St. Lawrence, see the map, and the notices of them in the Route from Montreal to Quebec.

RAPIDS OF RICHELIEU, page 206.

THREE RIVERS, page 205.

LAKE ST. PETERS,

WILLIAM HENRY OR SOREL, page 204.

MONTREAL, page 192.

See the route from *Montreal* to *Lake Ontario* and *Niagara*.

FROM MONTREAL TO LAKE CHAMPLAIN, AND THE
UNITED STATES.

Those who are returning by this route, may be advised to cross to Longueuil instead of La Prairie, and go to St. John's by the way of Chambly. The distance is nearly the same, the passage of the river is reduced about two-thirds, the country is much finer and better cultivated,

and the old castle or tower of Chambly is of some interest for its history.

It will be necessary, however, to make particular arrangements for a carriage, and to take every precaution to arrive at St. John's in season for the steam boat.

From Montreal to Longueil 3 miles, Longueil to Chambly 12, thence to St. John's 15.

CHAMBLY.

This is a small village. Near the middle of it stands the old fort, on a point, surrounded by a ditch. It is an old square building, perhaps 180 feet on each side, with bastions at the corners, but incapable of withstanding heavy cannon.

This fort was taken by Majors Brown and Livingston, in 1755, who were sent out with a strong detachment by Gen. Montgomery, while he was besieging St. John's. The garrison, being very feeble, surrendered.

St. John's: see page 188.

In the last war the British had 6000 men hutted here for a year and a half.

Canals have been proposed from the Sorel River to the St. Lawrence; one from Pointe Le Mule, opposite Isle aux Noix, over low fine country to the St. Lawrence, 26 miles, for £30,000. The difficult navigation which it would avoid is considered half the voyage to Whitehall.

PASSAGE FROM ST. JOHN'S TO WHITEHALL.

In 1825 a steam boat left St. John's Monday, Wednesday, and Friday, at 2 P. M. \$6.

St. John's.

Isle aux Noix.....	10 miles.
Rouse's Point.....	11
Chazy.....	12
Plattsburgh.....	15
Port Kent.....	8
Burlington*.....	10
Charlotte, Essex.....	15
Port Clinton.....	10

* From this town there is a fine road to Boston.



Eng^d by W.H. Throop, New York.

TICONDEROGA.

From Mount Independence



Dalliba's Works, }	9 miles.
Port Henry, }	
Chimney Point.....	12
Ticonderoga.....	15
Whitehall.....	25

For the principal places on the lake, see the Index.

On leaving Ticonderoga, the lake soon becomes much narrower. At about nine miles distance, the *Scotch farms* are seen on the western shore. They are in the township of Putnam, and present an aspect less wild than most of the surrounding scenes.

Looking back on Ticonderoga from the south, Mount Defiance appears at about nine miles distance, descending on the left to the Scotch farms, in the township of Putnam, which are principally cleared land. Beyond it is another mountain, sloping like it. Ticonderoga here appears to close up the passage of the lake, with Sword's Point on the left.

At the time when Gen. St. Clair evacuated Ticonderoga in 1777, the following arrangements were made for the retreat.

The baggage, hospital furniture, sick, park of artillery, stores, and provisions, embarked under Colonel Long, under strong convoy, in 200 batteaux and five armed galleys. The main army went via Castleton, with St. Clair at the head and Col. Francis in the rear, and the general rendezvous was at Skeenesborough (Whitehall.) A house which took fire on Mount Independence attracted the attention of the British, who soon began the pursuit. Gen. Frazer, with grenadiers and light troops, with Reidesel behind him, followed by land; while Burgoyne cut through the boom and bridge, and sailed up Wood Creek. His gun boats and ships overtook the American flotilla, took two galleys, blew up three, and the Americans set fire to the rest and fled on to Fort Anne.

THE FOUR CHANNELS.

Fourteen miles from Whitehall, the lake suddenly contracts itself into four narrow passages, between two ranges of mountains, which in some places present perpendicular precipices; and its bed, at low water, appears almost entirely occupied by a little meadow of the bright-

est green, through which the channels wind with beautiful serpentines. The scene is highly picturesque, the rocky points on both sides being so abrupt as to seem as if forcibly parted by an earthquake, or a very swift and powerful stream. Every distant object is entirely shut out, and the banks present a striking aspect of wildness and seclusion.

Some distance beyond, where the creek enters a small tract of level ground, it passes between two remarkable rocks, with precipitous banks like walls, about 50 feet high, like great natural bastions erected to guard the straits.

A succession of beautiful little serpentines are passed, with ragged precipices, and many little patches of level ground on the margin of the water; while, on the eastern side, the tow path accompanies the bank.

SOUTH BAY

opens to the south, and runs down five miles between high mountains. Here the creek takes a sudden turn to the east, communicating with it by a little channel sometimes scarcely 20 yards across. General Dieskau took this route with his army, in going towards Fort Edward, in 1755.

Deer are sometimes seen here in passing. On the eastern side of the bay, on the mountain, is a natural ice house, about four miles off.

THE DEVIL'S PULPIT is a singular cavity in the face of a bare precipice on the eastern side of the creek, at a considerable elevation, in the form of a wedge, and so regular as to seem a work of art, although probably made by the falling of a mass of the rock.

Distant mountains open to the view, in front, as we proceed, with ranges of willows on the shore.

(A precipice on the east is a good mark of the approach to South Bay, in going up.)

THE ELBOW is a narrow part of the creek, with two very short turns, through which the passage requires a very exact helm.

EAST BAY

strikes off at the first bend, and makes up five miles, along a romantic country. A sugar loaf hill will be observed at

a little distance on the right, which rises above Whitehall, and makes the approach to that place quite picturesque.

WHITEHALL.

On the top of a rock over the harbour was formerly a battery, and in the town a block house. Numerous boats and great quantities of lumber are usually seen here, as the Champlain or Northern Canal begins at the bridge, where are two locks, with a sluiceway, and a rocky channel.

INNS. Rock's and Wing's.

The heights at this place were occupied by Burgoyne's right wing, while he was preparing to march towards Saratoga; his centre was formed by Gen. Frazer; the Brunswickers, on the left, rested on the river of Castleton; and the Hessians were at the head of East Bay.

ROADS. Stage coaches go south, on the arrival of the steam boat, in two directions: one on each side of Wood Creek and the Hudson River. That on the west side is recommended to those who are going directly on to Albany, as it passes along the route of the Champlain Canal, by the "Surrender Ground," and near the "Battle Ground of Bemis's Heights." Coaches also go to the Springs.

ROAD TO BOSTON, 178 m.

through Walpole: See "*Roads.*"

To ALBANY, on the eastern side of the Hudson, 79 m.

West Granville.....	11 miles.
East Granville.....	3
Hebron.....	9
Salem.....	8
Cambridge.....	16
Pittstown.....	13
Lansingburgh.....	10
Troy.....	3 (see page 52)
Albany.....	6 (see page 42)

To ALBANY, on the west side of the Hudson, 68 m.

Fort Anne.....	12
Fort Edward.....	9

Here a Coach passes to Saratoga Springs.

Fort Miller.....	8
Schuylersville.....	6

British Lines.....	7	(see page 128)
Passing <i>Bemis's Heights</i> ,		
Stillwater	8	
Borough.....	3	
Waterford.....	8½	
Mohawk Bridge.....	1	(see page 57)

The road accompanies the course of Wood Creek, which is dammed and used for a canal, to which its narrowness and depth give it a strong resemblance. This creek is famous in the histories of the operations in this region during the revolutionary and French wars; and after repeated exertions to clear it of the logs, &c. by which it was obstructed, it bore the expeditions against Canada, &c. which often passed by this route, from the days of Queen Anne. The scenery is agreeable, though rough; and there is little cultivation off the road.

Half a mile north of the village of Fort Anne, Wood Creek makes an elbow to a ledge of rocks, so near that there is but little space for the road between. Here Col. Sterry was overtaken, in the retreat from Ticonderoga, in 1777, by Burgoyne's troops, and an engagement took place, memorials of which are occasionally found in the soil to this day. A little south, on the brow of the hill, a quarter of a mile from the stage house, stood Fort Anne, in the revolution.

The old fort of the same name, built many years previously, and known in the French wars, was about half a mile south of the village, on a gentle eminence a little east of the road, where some remains of the old entrenchments are still to be seen.

The remains of *Burgoyne's Road* begin about two miles south of Fort Anne, at the foot of a hill, and are traced about three-fourths of a mile, near the present road, to a wood. It was formed of logs, and found necessary to render the country passable with his cannon and baggage wagons. The labour necessary for its formation super-added to that of clearing Wood Creek of the obstructions which Gen. Schuyler had thrown into it after the retreat of the Americans, was one great cause of the delay of the British army, on this part of the road—a delay which allowed the people time to resume their spirits, and the officers to lay plans, obtain resources, and prepare for the

sanguinary scenes at Bemis's Heights and the surrender at Saratoga.

French Mountain opens to view a little beyond, with a succession of high grounds in the direction of South Bay, Lake George, &c.

About half a mile above Fort Edward, stands an old tree, which marks the place where was perpetrated

THE MURDER OF MISS MCCREA.

Miss McCrea lived in the village of Fort Edward. In the revolutionary war, a young man named Jones, to whom she was betrothed, having attached himself to the English cause, and joined their forces in Canada, was invested with a captain's command in Gen. Burgoyne's army. After the retreat of the Americans from the lake, and while the British were approaching, he sent a party of Indians to Fort Edward to bring his intended bride to him, that he might secure her safety. She was very unwilling to leave her father's house, and hesitated some time before she consented to his request. She at length, however, set out to join her lover, and proceeded with her savage conductors on the road towards Fort Anne. They had gone only half a mile when the Indians stopped to drink at a spring which still flows by the way side; and while here were met by another party of Indians despatched to hasten them on. Those who came last, imagining that they had a right to undertake the convoy of the lady, as well as to receive the reward which might be expected on her safe arrival, attempted to take her under their charge; but the others, being determined not to give her up alive, bound her to a tree that is yet standing near the spring, and shot her dead with their muskets. Locks of her hair were borne to her lover, to prove that the Indians had performed what they considered their duty to their employer.

This story rang through the country; and it was reported that Gen Burgoyne encouraged or at least permitted the murder. In indignant terms he denied the charge; and there appears no probability that he had the least knowledge of it before it happened. He, however, was justly chargeable with a great offence against humanity, in bringing tribes of savages in his train, whose barbarity

he could never be sure of restraining, if ever so much inclined to do it. With many persons, in all parts of the country, the melancholy death of this unhappy young lady raised a lively sentiment of horror against their enemies, and no doubt animated many a soldier with a fresh spirit of resistance.

Captain Jones, the unfortunate lover, is said to have led a heart-broken life for a few years, and at length to have fallen a victim to melancholy and self-reproach.

FORT EDWARD.

This village was built in the neighbourhood of a fort raised during the war of 1755, for the defence of this point of the river. It was first called Fort Lyman, after Gen. Lyman, of whom we have already had occasion to make honourable mention at Lake George. This spot was formerly called the First Carrying Place, being the point where, in the expeditions against Canada, the troops, stores, &c. were landed and taken by land to Wood Creek, a distance of 12 miles, where they were again embarked.

[BAKER'S FALLS, at Sandy Hill,

are worthy of particular attention, and are seen to great advantage from some parts of the bank. The whole descent of the river at this place is about 75 feet.

FORT MILLER.

The village still retains the name of a fort erected on the west side of the river, in former times. It was a work of insignificant size, situated on the bank of the river, and near

MILLER'S FALLS.

The descent of the river here is rapid, and over a broken channel. The falls were formerly considered impassable with safety, until General Putnam performed it while stationed at Fort Miller, in the French war.

THE GREAT DAM.

Above Fort Edward, a large and expensive dam has been built across the river, and a canal cut along the bank to open a passage for boats. The dam is 900 feet long.]

TOUR OF NEW-ENGLAND.

To Travellers going Eastward from New-York.

It is recommended to the stranger who is travelling eastward to see the country, to determine on some plan for his journey before setting out. * The mail coach goes

* The mail stage sets off for New-Haven every morning at 8 o'clock, from Jaques's stage office, in Courtlandt-street, passing through Harlæm on Manhattan Island, West Chester, East Chester, New-Rochelle, Mamaronec, and Rye, in the state of New-York, and Greenwich, Stamford, Darien, Norwalk, Fairfield, Bridgeport, Stratford, Milford, and Orange, in Connecticut.

In HARLÆM, the road passes near the East River, and gives a view of HURL GATE.

Beyond MORRISSANIA, the estate and mansion of the Hon. Gov. Morris is seen on the right: one of the finest for tastefulness and extent in this part of the country. (See *Battle of White Plains*, page 29.)

In the town of HORSENECK, 33 miles from New-York, is a steep hill descending towards the north, down which General Putnam once effected his escape from several British officers and soldiers during the revolutionary war, when returning from a scout. He drove his horse hastily down the rocky hill side, a little east of the road, and near the fence, and saved so much distance as to elude his pursuers.

WEST CHESTER, and the country about it, were at that period neutral ground; and Mr. Cooper, the novelist, has made them the scene of his popular tale—"the Spy."

In the town of FAIRFIELD, 53 miles from New-York, a mile or two before reaching the village, is a low, level piece of ground, on the right hand side of the road, which was formerly an almost impenetrable swamp, and at an early period of our history, was the scene of a bloody slaughter. It was hither that the remains of a powerful and terrible nation of Indians, called Pequods, having fled from their country about New-London and Groton, after the destruction of their fort at Mystic by Capt. Mason, in 1636, were either killed or taken captive. This was their last and total defeat, and extinguished their name as a nation. Much of the ground has been cleared in modern times; and some reliques have been found to confirm the traditions of the neighbourhood.

every morning to Connecticut, and onward ; but this is not the most agreeable route. Steam boats go from New-York to the following places on the northern shore of Long Island Sound : Norwalk, Stamford, Stratford, New-Haven, Connecticut River, (and up that to Hartford,) New-London, (and Norwich,) Newport, (and Providence.)

EAST RIVER.

Leaving New-York in any of the East River steam boats, the traveller has Brooklyn on the right, (now the third town for size in the state, and strictly a suburb of the capital.)

The NAVY YARD, just beyond.

The RAIL ROAD, for ships, is above, on the west side.

The PENITENTIARY, and the FEVER HOSPITAL, are a little beyond.

At HELL GATE, numerous objects present themselves on entering the bay. On the distant high ground, west, is seen the Lunatic Asylum ; a white Block House on the hill on the east side ; below it, an old fort by the water ; and a number of handsome country houses along the green shore on the left. The surface is broken by several rocks, and by the agitation of the water, particularly at the whirl called the Great Pot, a little north of the fort, and the rapid current on the opposite shore known by the name of the Hog's Back. In coming from the north, the first view of New-York is here presented, between the western shore and Blackwell's Island, with a shot tower on the right.

NEW-HAVEN.

This is decidedly one of the most beautiful towns in the United States. The soil is not very good, and the

On the east side of Housatonnuc, or Stratford River, a mile or more above the bridge, was once a fort, built by the Indians of the place, to secure themselves against the Mohawks, who had subjugated most of the country on the western side of Connecticut River before the arrival of the English.

situation is low ; the town (or rather city) is laid out in squares, with straight and broad streets, and the elevated ground in the neighbourhood renders the approach very fine from almost every direction. It stands at the head of a spacious bay, with a light house on the eastern point, a small fort on the right shore, another on Prospect Hill, and two Bluffs, called East and West Rocks, 2 or 3 miles behind the town. A more distant peak is seen between them, which is Mount Carmel. The steam boats stop at the wharf, which is three-quarters of a mile long, or at the bridge ; and in either case, carriages will be found in waiting to take travellers to the centre of the town, which is more than a mile distant.

On the shore, near the bridge, is a large building, intended for a steam boat hotel, but not open for visitors for want of encouragement. The streets of the town are regular and pleasant, forming squares, one of which is a green, surrounded by rows of elms, with three churches and the State House in the middle, and the College buildings occupying the western side, presenting a scene probably not equalled by any town of this size in the United States. The abundance of fine trees, the neatness and beauty of the dwellings, the good society of the place, and the distinguished position it holds as a seat of learning, render New-Haven the resort of great numbers of strangers during the travelling season, and the temporary residence of not a few.

There is a Hopkins Grammar School in the town, and a number of Boarding Schools for young ladies, with instructors in every branch of useful and ornamental education.

YALE COLLEGE. This institution, however, is the principal object which will attract the attention of the stranger. It was founded in 1701, and first located at Killingworth, then removed to Saybrook, and after a few years, permanently fixed in this town. The first building was of wood, and stood near the corner of College and Chapel streets. There are now four buildings for students, each containing 32 rooms ; a Chapel, with a Philosophical chamber and apparatus, and a Lyceum, with recitation rooms and the library. In the rear are the College Kitchen and Commons' Hall, in a small building,

with the splendid Mineralogical Cabinet above, which is the finest collection of the kind in the United States, lately purchased from Colonel Gibbs, of New-York. In another building is the Chemical Laboratory, where Professor Silliman delivers his lectures. The institution contained 373 scholars in 1825.

Next north of the college is the house of President Day, and the professors have pleasant residences in the town.

The MEDICAL INSTITUTION is at the north end of College-street.

The NEW BURYING GROUND is across the street from the Medical Institution, and occupies a large extent of land, partly planted with poplars, and containing a great number of beautiful ornaments, of different designs. It is considered the most beautiful cemetery in this country.

The OLD BURYING GROUND was in the middle of the green, in the rear of the Centre Church, and there are to be seen two ancient stone monuments, of a small size, which are supposed to mark the graves of two of the regicide judges, Whalley and Dixwell, although there is much doubt on the subject. (See Stiles' Judges.)

There are pleasant rides in various directions from New-Haven, the roads being numerous, and the face of the country favourable. The two mountains command extensive views, and though the access is rather fatiguing, the excursion is recommended to those who are fond of such enterprises.

The JUDGES' CAVE is on the summit of West Rock, about a mile north of the bluff; and the way to it leads near Beaver Pond, and Pine Rock, (on the south side of which is a small cave,) then between Pine and West Rocks. You here turn off the road to the left, by a path across a brook; and a guide may usually be obtained at a small house just beyond, who can show a horse path to the summit.

The cave is formed by the crevices between seven large rocks, apparently thrown together by some convulsion. It is small, and entirely above ground, with a rude rock, like a column, on each hand. That on the right contains this inscription,

"Opposition to tyrants is obedience to God."

to remind the visiter that the place once afforded shelter to Goffe and Whalley, two of the judges of king Charles the First, who escaped to the colonies and secreted themselves for some time in this solitary place. They were supplied with food by a family which resided near the foot of the mountain, and a little boy was despatched for them every day, who left a basket of provisions on a rock, without knowing what cause he was subserving. The hermits were visited one night by some wild animal, probably a wolf or a catamount, whose eyes they saw staring in at their door, which so terrified them that they fled to their friends; supposing it to have been a lion.

The place commands an extensive view upon the country below, with a large tract of Long Island and the Sound.

The MANUFACTORY OF MUSKETS is 2 miles north of New-Haven, on the road to Hartford by Meriden, and at the foot of East Rock. It was established by Mr. Whitney, the well-known inventer of the Cotton Jin. The machinery is carried by the water of a small river, and the houses of the overseers and workmen make a pretty appearance on the shore. Muskets are made here in all their parts, many of them for the arsenals of the United States. It is designed to make the arms so much alike, that the parts may be applied indifferently to all that proceed from the same manufactory. It is not found possible, however, to accomplish this object to the full extent desired.

ROAD TO MIDDLETOWN.

Northford,.....	10
Durham,.....	8
Middletown,.....	6

(For a description of this beautiful town, see beyond.)

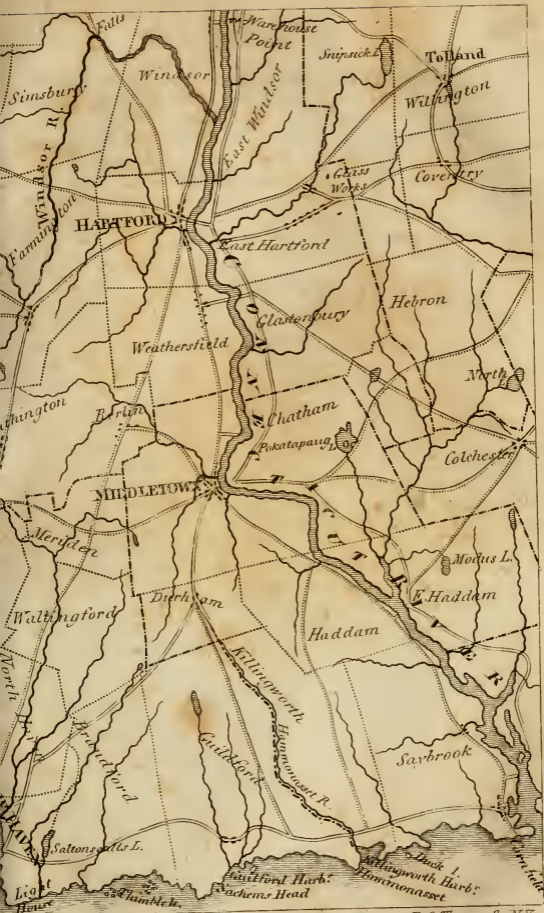
Beyond New-Haven a few miles lies a cluster of Islands called the THIMBLES, famous in the traditions of the neighbouring Connecticut coast, as the ancient resort of Captain Kidd, a notable pirate, whose treasures of solid gold, it is still believed by some, are concealed somewhere hereabouts. Within this labyrinth of islands and head-

lands is a little secluded bay or inlet, capable of containing only one vessel at a time, which bears the name of Kidd's Harbour. There is also his island, his chair, and his 'punch bowl.' There are several houses along the shore, within a few miles of this place, which are resorted to during the warm season by a considerable number of visitors from the interior, for the sake of bathing in the salt water, and eating lobsters, black fish, and oysters. In September and October, ducks may be found in great quantities near the shore, and black fish are caught in considerable numbers; but the best fishing is further east, at New-London, Newport, &c. It is probable, that within a few years, more extensive accommodations will be found at the places of resort along the coast, and that the number of visitors will be proportionately increased. The principal of them are Sachem's Head, Guilford, East Guilford.

[As it is necessary in a work like this, we have undertaken to pursue some definite course, and to mention places and objects in the order in which they will probably occur to most travellers. We shall here leave Long Island Sound to proceed up Connecticut River, and only refer the reader to the close of the book for an account of the coast beyond, and the following subjects and places: New-London, the Thames, Norwich, the Mohegans, the Pequods, Sassacus's Fort, Mystic Fort, the Narragansett shore, Newport, Providence, &c. *See Index.*]

SAYBROOK.

At this place was the first settlement made by Europeans on Connecticut River. It was done at the earnest solicitation of many of the rightful proprietors of the country on its banks, who had been despoiled of their possessions by their formidable enemies, the Pequods. The River Indians, as our old histories usually denominate the former, twice made application to the English at Plymouth and at Boston, to obtain settlers upon their native soil, offering to give them land enough, and to pay 200 beaver skins annually for the benefit of their society. But the undertaking was considered too hazardous, and it was not until the year 1635, when the Dutch at New-





York showed a determination to seize upon the country, which they claimed as their own, that a small detachment of men was sent from Boston by water to prepare for opening a trade with the Indians, and to build a fort at the mouth of the river. Their haste was soon justified by events: for immediately after their landing, a Dutch vessel entered, and proceeding up to Hartford, landed a body of men, who soon established themselves in a fort they called Good Hope, on a spot they obtained from Pequod usurpers.

The settlement of Saybrook was begun under a grant made to Lord Say and Seal, Lord Brook, and others, by George Fenwick, Esq. who fled to this country with his family. The old fort stood near the present fort hill, upon an eminence which has since been destroyed by the waves; and the ground immediately behind it was afterwards occupied by the fields and habitations of the colonists. It was expected from the first, that the situation would render the place a great city; and after the fear of the Indians had subsided, the whole peninsula, which bears the name of Saybrook Point, was laid out with the greatest regularity into fields of an equal size, except such parts as were reserved for the erection of public buildings. Yale College was placed here for a time, and a great number of emigrants were once collected in England, and prepared for a voyage to this place. Some persons of high rank and importance were among them, and it is a well-authenticated fact, that Oliver Cromwell had determined to embark in the enterprise, and was once on the very eve of quitting England for ever, when some unforeseen occurrence prevented him.

The want of a harbour, and the obstacles presented to a free navigation by a large sand bar at the mouth of the river, have effectually prevented the expectations of the settlers of Saybrook from being realized; and no remains of their works can now be discovered, except in the rectangular form of the fields, and the cellars of some of their dwellings, just beyond the burying ground, the foundation stones of which have since been employed in building the neighbouring fences. One of the largest excavations is said to have been the cellar of the old college building. The soldiers were frequently attacked

within a short distance of the fort by the Pequods, but they afterwards ran a palisade across the isthmus which leads from the main land.

CONNECTICUT RIVER.

The shores present a continued succession of hilly and picturesque country, with few interruptions of level land, from a little above Saybrook as far as Middletown. The roughness and rocky nature of the soil prevent the cultivation of many mountainous tracts; yet there are farms enough to give a considerable degree of softness to the scenery. The variety of rocky and wooded banks, mingling with little patches of cultivated ground, and the habitations scattered along the river, is very agreeable, and often affords scenes highly picturesque and delightful.

ESSEX, OR PETTIPAUG,

7 miles from Saybrook,

is a small village, situated on the ascent and summit of a handsome elevation, and contains a church and one or two other public buildings, on a conspicuous position. Just above it is an island of some extent, which divides the river and gives it an unusual breadth.

During the late war with Great Britain, this place was taken by the enemy, who came up the river in launches, and taking the inhabitants by surprise, occupied the town for a few hours.

Some distance above this place the channel lies so near the eastern shore, that the steam boat passes almost under the trees by which it is shaded.

JOSHUA'S ROCK is on the same side of the river, a little below Brockway's Ferry. It is said to have derived its name from a son of Uncas, Sachem of the Mohegans, (see *Norwich*,) who, according to a tradition current in the neighbourhood, being once closely pursued by enemies, threw himself from the top of the rock, and perished in the river.

WARNER'S FERRY, 13 miles from Saybrook.

EAST HADDAM.

The landing place here is rocky, mountainous and wild, and a good specimen of a large portion of the town to which it belongs. Gen. Champion has a fine house built among the rocks above, which adds much to the appearance of the place.

This region is famous for a kind of earthquakes and subterranean sounds, which were formerly common for a short distance round. They gave occasion to many superstitious reports, but have ceased within a few years. They were called *Moodas Noises*, after the Indian name of the place.

Large beryls are found in the neighbourhood, and many other minerals interesting to the scientific traveller.

HADDAM

is built on an eminence 50 or 60 feet high, which appears like the remains of an old bank of the river, descending a little meadow which is covered with orchards, grazing ground, &c. while a range of commanding hills rise beyond.

HIGGENUM

is one of the little landing places so numerous along the river's course, 2 miles above Haddam.

MIDDLE HADDAM, 2 miles.

This is a pleasant country village, stretching along a hill covered with orchards and house lots, and backed by higher and wilder eminences. It is about 6 miles below Middletown.

Looking down the river from a little above this place, a large and beautiful hill is seen, which affords the richest scene of cultivation on this part of the river, being entirely covered with fields and orchards. A large wooded eminence is a little higher up, and several high hills, almost worthy of the name of mountains, are visible in the north.

THE NARROWS.

Here the river turns abruptly to the west, and flows between two lofty hills, which it has divided at some long past period, before which, there is every reason to believe, the country for a great distance above was covered by a lake. A mile or two eastward of this place, there is the appearance of an old channel, where the water probably ran, at a great height above its present level.

The LEAD MINE is a short distance from the southern bank of the river, near two or three old houses. (*See a little beyond.*)

FORT HILL is the last elevated part of the southern bank. It was formerly a little fortress belonging to Souheag, an Indian chief, whose dominion extended over the present towns of Middletown, Chatham, and Wethersfield. The large buildings on the hill in Middletown belong to Captain Partridge's Academy.

MIDDLETOWN

is beautifully situated on the western bank of the river, where the water is spread out to a considerable breadth, and disappears so suddenly at the Narrows, that from many points of view, it has the appearance of a small lake, with high, sloping, and cultivated shores. This is a most agreeable residence for strangers, particularly for families, during the pleasant seasons of the year, and will no doubt be soon supplied with more numerous and extensive accommodations.

The large hotel has recently been converted into a private boarding house, by *Mr. Francis*, and is very well kept. *Mrs. Swathel's* and *Mr. Boardman's* (in the same street,) are large inns.

THE MILITARY AND SCIENTIFIC ACADEMY OF CAPT.
PARTRIDGE.

This institution was removed hither in 1825, funds being contributed for the erection of the buildings, which consist of a principal one, 150 feet long, 50 broad, and 4

stories high, with rooms for scholars ; a chapel with recitation rooms above, both of stone ; and an eating hall of brick, 120 feet long, with a piazza facing the parade. For the convenience of the friends of students, who may wish to take up their lodgings in the neighbourhood, the second story is partly designed for their use. A new college building is to be erected this year, of the same size with the first.

The course of instruction resembles, in general, that pursued at West Point ; but it is not like that under the patronage of the United States. The scholars wear the dress of Cadets, and are regularly drilled to the use of small arms and cannon. The regulations of the school are on a military plan, sentinels are posted at the gates, and the scholars are rarely permitted to leave the yard.

From the top of the Chapel is a delightful view of a large extent of country, highly varied by cultivation, as well as the natural form of its surface. Mount Tom is seen northward, and Indian hill, immediately west, derives its name, as is supposed, from its having been a watch post in ancient times.

THE QUARRIES OF FREESTONE,

on the opposite shore, have furnished a valuable building material for some years, and have been worked to a considerable extent.

MANUFACTORIES.

Cotton, Woollen, and a Rifle Manufactory, are near the bridge at the south end of the street. Col. North's Pistol Manufactory, is situated two or three miles west of the town ; besides several mills, &c.

There are various pleasant rides in this neighbourhood, particularly to two picturesque *Water Falls* in Middlefield. In the direction of one of them is *Laurel Grove*, where the road is shaded for near half a mile with those shrubs, which, in the season, are covered with flowers.

THE LEAD MINE

is about two miles below the town, on the south shore of

the river, accessible only on foot or in a boat, where are several old shafts, which were sunk in the Revolutionary war, in a slate rock. The ore is sulphuret of lead, in veins of quartz, partly crystallized, and affording a few specimens of fluete of lime, and other minerals.

THE COBALT MINE is about five miles east, in Chatham, at the foot of Rattle Snake Hill. It is not worth working, at the usual price of the metal. Specimens of peach bloom of Cobalt may be picked up among the rubbish. Just southerly from it is a very pretty water fall, about thirty feet high.

A number of German families live in the neighbourhood ; the descendants of miners, who came from Europe some years ago to work the mine.

UPPER HOUSES,

a village of Middletown, 2 miles above.

From a hill 1 mile further is a very pleasant view towards the south, presenting the river, with the meadow and hills, as well as Middletown and the fine high grounds in its rear. The small divisions of the soil and the density of the population, as well as the fertility of the ground, and the frequency of school houses and churches, here show one of those interesting and beautiful scenes characteristic of Connecticut River, and which the traveler will find repeated all along its course far into New-Hampshire and Vermont.

ROCKY HILL, 5 miles, a parish of Wethersfield. About half a mile north of the tavern, you reach the brow of a hill, which commands a rich prospect of many miles of the Connecticut Valley. Wethersfield lies in front, and the variegated hills and plains around belong to numerous townships on both sides of the river, enclosed by ranges of distant high land, which direct the course of its channel. On the left, about 15 miles off, is the ridge of Talcott mountain ; and the two blue peaks in the north are Mounts Tom and Holyoke, near Northampton, at the distance of about 50 miles.

WETHERSFIELD, 3 miles from Hartford. This place has a fine light soil, an extensive level, probably once the bottom of a lake since drained by the deepening of the

river's channel. It is peculiarly favourable to the culture of onions, which are exported in great quantities to various parts of the country, the West Indies, &c. The labour of this culture is performed almost exclusively by the women and children; and it is remarkable that the men of the lower class are generally as imprudent and idle, as their wives are industrious and economical. This is not said for the purpose of scandalizing, but with the hope of improving them.

Wethersfield was one of the three earliest settlements made by white men in Connecticut: or rather it may strictly claim the precedence of all, for although houses were first built here, as well as at Hartford and Windsor in 1635, three or four men came to this place the year previous, and spent the winter. The English received their lands from the original river Indians, and acknowledged their right of soil, although this tract of the country was found by them in the power of the Pequod nation, who had obtained it by force; and they succeeded in re-establishing the former, for which object they had been invited and received with cordiality. Depredations were committed on their settlements for the first few years; but as they were done by the Pequods, the distinction of that nation at Mystic Fort, by Capt. Mason, in 1636, put an end to them entirely, and this part of the river was never afterwards made the theatre of war.

HARTFORD.

Inns. Bennet's Coffee House, Morgan's, Ripley's.

This is the semi-capital of the state, and a place of considerable business, as well as one of the great points at which the principal roads concentrate.

The Charter Oak. In the lower part of the town, in the street which runs east from the south church, is the ancient and respectable seat of the Wyllys family, which was among the early settlers of Hartford, and have made a conspicuous figure in the history of the state, as well as of the town, by supplying the Secretary's office for a long course of time. Col. George Wyllys, who left the office towards the end of the last century, was elected to it no less than sixty-two years in succession by the freemen of

Connecticut, and performed the duties, at every session during the whole time, both regular and adjourned. The house is a respectable old building, in a fine situation, with a garden behind it having a fish pond in the middle. The first house built on the spot stood a little north-east of the present one, as may be seen by the cellar, and was calculated for defence against the Indians, but was burnt down. The principal object of curiosity here is, however, the fine old oak, which stands on the street in front. It is said to have been a forest tree before the land was cleared, yet it appears as firm and vigorous as ever. In a hole in its trunk was hidden the charter of the colony, when Sir Edmund Andross sent to demand it in 1637; and there it remained for some years.

When the charter had been delivered up, and the officers were assembled at the inn, which was in Main-street, opposite the middle church, they produced it in the evening upon a table in the front room; and the weather being warm, the windows were left open, a guard being stationed at the door. At some preconcerted signal, some persons in the street taking off their jackets, and winding them in their hands, threw them at the candles and extinguished them; and on relighting them the charter was missing. This interesting document is still preserved in the office of the Secretary of the state.

The Asylum for the education of the Deaf and Dumb is about a mile west of the town, on Tower Hill. It was the earliest institution of the kind in America, and is under the direction of a board of trustees, who publish annual reports of its condition. Mr Gallaudet, a gentleman who was sent to Europe to qualify himself for the purpose, is principal, and Mr. Le Clerc, a favourite pupil of the Abbe Sicard of Paris, occupies the next station. He is a man of superior talents although deaf and dumb.

The principal building is large, ornamented with pilasters, and surrounded by a garden and pleasant grounds; but some change is judged proper in its arrangements. The house of the superintendant is near by, and the whole enjoys a fine situation with a commanding prospect and a healthy neighbourhood.

The stranger will receive uncommon gratification, from a visit to this benevolent institution on the days appoint-

ed for the admission of visitors. The deaf and dumb are generally remarkable for close observation, readiness of apprehension, an eager thirst for knowledge, and a very retentive recollection ; and as all their instruction is communicated through the sight, can be obtained only by the strictest attention, and the abstraction of the mind from every other subject, the appearance of a class absorbed in their lesson is calculated to produce feelings of an unusual and highly interesting character.

Every deaf and dumb person soon forms a language of natural signs, by which he is able to communicate the most necessary ideas on first arriving at the Asylum. He is then taught the alphabet in use here, which is made by the fingers of one hand ; after which the names of visible objects are easily spelled, and the order of their letters committed to memory. Absent objects and abstract ideas are communicated by many ingenious devices, which it is impossible here to describe; and arbitrary signs are adopted to represent such as may require them. Definitions are very extensively resorted to ; and they are always of the most strictly logical character. Indeed the whole system is one of the most complete and beautiful of the kind ever formed on philosophical principles.

The number of scholars is generally about 70. Some of them are supported by a fund belonging to the institution, and others by the states of Massachusetts, New-Hampshire, &c. Similar institutions exist in the city and state of New-York, Philadelphia, &c. and one has lately been provided for in Kentucky.

The *Retreat for the Insane* is a little south of the city, and makes a handsome appearance, being a stone building 150 feet long and 50 wide, the wings having three stories, and the main building 4. It is capable of containing about 50 patients, and is warmed by flues. The grounds connected with the institution include about 17 acres.

Washington College is situated west of the main street, in the south part of the town. It is an Episcopal institution, and has at present two stone buildings erected : one for the students, 150 feet long, 4 stories high, with accommodations for 96 pupils ; and a chapel, which has also rooms for recitation, the library, &c. The college

bills are \$52 50 per annum in all ; and the students board in private families at the rate of \$1 50 per week.

REMARKS TO THE TRAVELLER AT HARTFORD.

From Hartford there are stage coaches running in various directions : *north*, one on each side of Connecticut River ; *north-east*, to Boston ; *east*, to Providence ; *south*, to New-Haven and New-York, (besides the steam boats to the latter place ;) *west*, to Litchfield* and Poughkeepsie ; and *north-west*, to Albany.

The road to Boston leads through Stafford Springs, (20 miles,) and Worcester, but is otherwise very uninteresting and quite hilly. (See next page.)

The traveller in New-England is advised to take the route up Connecticut River, which is the most fertile, wealthy, and beautiful tract of the country ; and to return by the way of Boston and Providence. This is the route we propose to pursue ; but the traveller can vary from it as he pleases. He will find such information as this little volume is able to afford him by referring to the index.

The fertility of the meadows in the Connecticut Valley is almost proverbial ; and after what the stranger has seen of its banks at Middletown and Hartford, he will learn with gratification that neither the soil nor the beauty of their cultivation degenerates for several hundred miles northward. The whole country is thickly populated : neat and beautiful villages being met with at intervals of a few miles ; and the general intelligence derived from universal education gives an elevated aspect to society. The accommodations for travellers are generally very comfortable, and sometimes uncommonly good and elegant ; the scenery is ever new and varying ; many places have traits of interest in their history ; and the communication is easy, from many points of the route, with the principal places on the east and west. Besides all this,

* At the Foreign Mission School at Cornwall, Connecticut, there were, in 1825, 7 Sandwich Islanders, 3 Iroquois, 3 Choc-taws, 3 Chinese, 2 Senecas, 2 Cherokees, 2 Chippewas, 2 Osages, 1 Tuscarora, 1 Oneida, 1 Mohegan, 1 Narragansett, 1 Portuguese, 1 Jew, and 2 Americans. Total. 32.

the roads are peculiarly fine, for they generally run along the river's bank, which is almost without exception level and pleasant, and formed of a soil well fitted to the purpose.

The western side of the river is generally to be preferred ; but as there are good roads on both sides, and some villages and other objects worthy of equal notice on the eastern shore, and good ferries or bridges are to be met with every few miles, it will be agreeable occasionally to cross and recross. Those who travel along the course of the Connecticut twice, would do well to go up on one side and return on the other. This is the most direct route to the White Hills or White Mountains of New-Hampshire. Those who go to *Boston* will pass through Worcester.

WORCESTER is one of the finest villages in New-England. The country around it is rich and variegated, and the dwellings have an air of elegance which does great credit to the taste as well as the wealth of its inhabitants. Brick is extensively used in building. The court house, bank, &c. stand on the principal street ; and east of it the county house and the building of the

AMERICAN HISTORICAL SOCIETY.

This is an institution formed by Mr. Isaiah Thomas, many years a printer in this place, for the truly important purpose of preserving every thing relating to the history, traditions, &c. of the country. He has made it a donation of his valuable library, between 7 and 8000 volumes, with many files of newspapers ; and built at his own expense the handsome edifice in which it is deposited. Many interesting curiosities have also been collected here from all parts of the country, but the institution has not funds to support a keeper, and the cabinet has not (unless, perhaps, recently) been opened to the public. The building cost about \$3000. It contains the following apartments : library, in the rear of the second story and cabinet in front ; below are the keeper's room and two others.

[From Worcester to Leicester, 5 miles ; East Brookfield, 7 ; Brookfield, 3 ; Ware Manufactories, 5 ; Belchertown, 10 ; Northampton, 15.]

ROUTE UP CONNECTICUT RIVER.

Leaving Hartford,

THE STATE ARSENAL is seen on the right hand, a mile from the city ; and many pleasant views are enjoyed.

[EAST HARTFORD, opposite Hartford, has a sandy soil, but the street, as well as that of East Windsor, next north of it, is shaded with rows of fine elms. The road crosses Podunk River, by a small bridge, about four miles from Hartford, on the north bank of which, on the left hand, was once the fort of the powerful tribe of Podunk Indians, who had their settlements on this winding stream, and some of their broken implements are occasionally found in the soil. During the life of Eliot, the Indian Apostle, he requested that the Sachems of this nation would meet him at Hartford, where he preached to them the doctrines of Christianity, and invited them to receive the salvation it offers to all mankind ; but, after a consultation, they haughtily rejected his proposition. The nation was so powerful, that Uncas, Sachem of the Mohegans, was once daunted by the show of their force, although he had marched to attack them with his army, and afterwards chose to intimidate them by the following stratagem : he sent one of his Indians to burn a Pequod wigwam, in the night, near the fort, who then fled, as he was directed, leaving some Mohawk arms on the ground. This made the Pequods believe that that nation had leagued with Uncas, according to an intimation he had before given, and they immediately sued for peace.]

[Bissel's tavern, 8 miles from Hartford. In going to the ferry, the road passes the Bissel farm, one of the finest in the country.]

WINDSOR.

It has been mentioned before that this place was settled as early as 1635. A few months after the building of the fort, (probably a block house,) the Dutch garrison at Hartford made a secret march against it, expecting to take it by surprise ; but on arriving at the place they found reason to give up their enterprise, and returned without firing a gun. The country was formerly very

populous in Indians, the six miles square of which the town was formed, and which extended on both sides of the river, containing ten separate sachemdoms, or petty Indian tribes.

There is a school established in this town on the Fellenberg plan, in which agriculture is taught both theoretically and practically, a good farm adjoining it being open to the examination and experiments of the students.

The seat of the late Chief Justice Oliver Ellsworth stands on the east side of the street, above the town, nine miles from Hartford. It is distinguished by columns, and surrounded by trees. He was born in a house opposite. He was in Europe as minister for the United States to France.

After turning a corner a little beyond this place, the new road runs north by a tavern, while the old one, across a sand plain, keeps straight on. The former is recommended, as it passes for several miles along the bank of Connecticut River.

WAREHOUSE POINT is seen on the east side. Here vessels are built, and the place carries on a little trade.

SUFFIELD

is a very pleasant town about a mile west of the road, and has a good inn, and a mineral spring in its vicinity, which has been the resort of considerable company. The village street runs along the ridge of a long and beautiful hill, with neat houses and white fences on both sides, and the home lots sloping east and west towards the low ground. Some of the houses are large and elegant.

SUFFIELD SPRINGS. About a mile south-west of the street is a mineral spring of slightly sulphurous qualities. A house has been built there about 20 years, which has accommodations for 50 persons, with baths of different descriptions. The spring is in swampy land, and its qualities are considered valuable, particularly in cases of cutaneous disorders. The place is pleasant, in the midst of a rich rural scene, with a pretty flower garden, &c. calculated to render it an agreeable resort, which it will, no doubt, in due time become.

If it is intended to stop for the night within a few miles, the best inn is the Columbian Hotel, at Springfield, on the east side of the river. To reach it in going north, turn off to the right through the meadows, some time after passing Westfield River, which will lead directly to the Springfield bridge. This is substantially built, and well protected by a roof.

SPRINGFIELD.

COLUMBIAN HOTEL.

This is a flourishing town, standing at the foot of a high hill, the side of which is ornamented with fine buildings, the residences of some of the wealthier inhabitants, and the top occupied by the United States Arsenal. This establishment occupies a large space of ground, and commands a fine view. The buildings containing the work shops for manufacturing small arms, the arsenal, barracks, &c. are surrounded by a high wall; and the habitations of the workmen, seen in several neighbouring streets, are generally neat houses with small gardens. Some of the principal buildings within the walls were burnt about two years ago, but have since been rebuilt, viz. three buildings, each 120 feet long, one of which is a store house of arms. Access may be obtained; but it is unnecessary to give a particular description of the establishment, as it bears a general resemblance to most others of this kind in the country, although one of the largest size. The number of workmen required, which is about 260, has a favourable effect on the business and prosperity of the place. About 13000 muskets are made here annually, or 60 a day. There were manufactured here, in 1825, 15000 muskets, 15000 screw drivers, 15000 wipers, 1500 ball screws, 1500 spring vices, and 437 arm chests. Expenditure, \$179,983. The manufactories on Mill River, a little south of the arsenal, are various and well worthy of observation, at least, in passing. A road that runs along the bank, passes a number of flour mills, &c. belonging to individuals, besides the Upper, Middle, and Lower Water Shops, connected with the arsenal. There are three dams of hewn stone, and the buildings, in plan and construction, are well calculated for service and durability.

ly. The water shops contain in all 18 water wheels, 10 trip hammers, 28 forges, 9 coal houses, and have connected with them several houses and stores.

The town is ornamented with many fine elms and other trees; and there are two very handsome churches. It was originally considered within the limits of Connecticut Colony, but at length incorporated with Massachusetts. A tribe of Indians lived for some years on Fort Hill; but being won over to King Philip's party, in 1675, they assumed a hostile air, fired upon some of the inhabitants who were going to their fort, and burnt a part of the town.

In 1786, during the rebellion of Shays, he attacked the armoury, at the head of a strong party of undisciplined men. Gen. Shepard, who had command at the place, attempted to dissuade them from their attempt, and finally drove them off by firing twice. The first shot, over their heads, dispersed the raw troops, and the second drove off the remainder, who, being about 200 revolutionary soldiers, did not desist until they had lost a few of their men. This was the first check the insurrection received, which was put down without much subsequent trouble.

WEST SPRINGFIELD has a fine street, shaded with large elms, and containing some handsome houses. It is 26 miles from Hartford, and about 17 miles from Northampton. There is a fine view from the road on the brow of a hill a little north of the town, near a church, which overlooks the river and an extent of country on each side, with Mounts Tom and Holyoke in front. On Chicopee River are some large *Cotton Manufactories*.

SOUTH HADLEY FALLS.

The village and locks are on the east side of the river.

The whole fall of the river at South Hadley is 52 feet, but at the lower falls only 32. There is a canal $2\frac{1}{2}$ miles long on the east side of the river, cut through a slate rock for a considerable distance, and in some places very deep. The dam is 8 feet high. There are five locks near the tavern, and one above. The toll here is 90 cents. They catch shad below the falls, though the number has greatly diminished within a few years: now about 7000 annually. There is a ferry here, which is safe, but the water runs very swiftly.

For several miles before reaching Mount Tom, the road runs along the bank of the river, showing its banks, in many places, roughened with rocks. Its channel is in one place crossed by the dam, which turns the water into the South Hadley Canal. The river makes an abrupt turn some miles above, running between Mount Tom on the south and Mount Holyoke on the north; and when the scene opens again, it discloses a charming and extensive plain, formed of the meadows on the river's bank, and evidently once the site of a large lake, when the water was restrained by the barrier between the mountains. This plain is one of the richest, and by far the most extensive and beautiful on the river.

NORTHAMPTON.

This town is situated at the western side of the plain, a mile from the river, and is a favourite place of resort for travellers; as it is one of the most beautiful of the New-England villages, and is surrounded by a charming country, and lies near to Mount Holyoke, which commands a view of the whole. The streets are irregular, but some of them shady and delightful in summer, being also ornamented with many neat houses. It is a place of considerable business; and the soil makes valuable farms.*

* *Canal.*—Mr. Hurd's estimate of the whole expense of the Hampshire and Hampden Canal is given as follows:

Canal	-	-	-	-	-	\$204,210
Feeders	-	-	-	-	-	44,856
Cost of lands and contingent expenses						18,500
Total expense						<hr/> \$267,566

The length of the canal is 29 1-2 miles; divided into 50 sections of 168 rods each. It is now pretty well ascertained, that the stock will be taken up, and that the canal will be made.

The structure of the country between this place and New-Haven is peculiarly favourable to the construction of a canal. The whole route of both canals, excepting a few miles near New-Haven, is on the bottom of that lake, which, at some remote period, extended from Northfield nearly to New-Haven.

ROUND HILL is a beautiful eminence just west of the town, where is the school of Messrs. Cogswell and Bancroft, for the education of boys. The branches of learning taught there are numerous, and there are instructors for the French, Spanish, and German languages. Great attention is paid to the hours of recreation as well as of study, and the pupils are rarely to be seen out of the precincts of the school. The place itself is very pleasant: commanding fine air, fine scenes, and perfect retirement.

On the eastern declivity of the hill stands the house of the Stoddard family, an ancestor of whom was formerly a man of great talents and influence in this part of the country. In King-street, towards the north-east from that spot, is standing the house in which President Edwards, Sen. lived, President Edwards, Jun. and Dr. Dwight were born, and David Brainerd died. It is very old and shaded by two elms. On the east side of the main street, just south of the brook, is the house of the late Governor Strong.

THE LEAD MINE.

In Southampton, at the distance of 8 miles from this place, is a lead mine, which will be regarded with interest by the curious and the scientific. A considerable part of the road is good, and the place is wild and rough. The following extract from the Journal of Science and the Arts, furnishes all necessary information on the subject.

Southampton Lead Mine.

This vein declines 10 or 15 degrees from a perpendicular; is 6 or 8 feet in diameter, and traverses granite and

—The whole region is alluvial—there are no primitive hills, no granite ridges, no quagmires, to cut through, and no expensive embankments will be necessary. The summit level is only 134 feet above the Connecticut, and but little more than 200 feet above tide water. From New-Haven to Greenfield will cost less than *one* million of dollars—a canal from Boston to Greenfield, about the same distance, will cost *three* millions. The former will pass through a secondary and comparatively level region—the latter must cross a primitive, mountainous country. *Eastern paper.*

other primitive rocks. It has been observed at intervals from Montgomery to Hatfield, a distance of 20 miles; but it is very doubtful whether it continues, uninterruptedly, the whole of that extent; indeed, from what I have observed of other lead veins in the vicinity, I have sometimes been disposed to question, whether the veins observed at many of these intervals, may not be totally distinct from one another. In Southampton, eight miles south-west from Northampton, is the only spot where this vein has been extensively wrought. In that place it has been explored 30 or 40 rods in length, to the depth of 40 or 50 feet; and the galena, which is the principal ore, has been found in masses from a quarter of an inch to a foot in diameter. At the depth above mentioned, the water became so abundant that it was thought adviseable to abandon a perpendicular exploration, and to descend to the foot of a hill on the east, nearly 80 rods from the vein, and attempt a horizontal drift, or adit; and ever since its commencement, seven or eight years ago, the working of the vein has ceased. This drift is now carried into the hill, on an exact level, nearly 60 rods, and the workmen told me, that not less than \$20,000 had been expended upon it. The rocks that have been penetrated, reckoning from the mouth of the drift inwards, are geest, the red and gray slates of the coal formation, with thin beds of coal, and mica slate, and granite alternating. Probably the fundamental deposit of granite is now uncovered; and the principal vein of galena cannot be far distant. Several small branch veins of crystallized quartz and galena have been crossed, and several specimens of these, collected by Dr. Hunt, were very rich and beautiful; the crystals of pure galena sometimes exhibit, on their faces, insulated crystals of honey coloured carbonate of lime. The principal vein will be found not less, I should judge, than 150 feet below the surface; and when that time comes, it is confidently expected, not only that the proprietors will be rewarded for the great expense they have incurred, but also, that many a rich specimen will be found to ornament the mineral cabinets of our country, and to vie in beauty with the lead ores of Europe.

The mouth of this drift is 4 or 5 feet wide, and about





3 feet above the surface of the water. The water is deep enough the whole length of it, to admit the passage of a loaded boat. The person wishing to explore this internal canal, must fire a gun at the entrance, or beat heavily with a sledge on the timbers that support the soil; in 10 or 15 minutes, he will perceive a gentle undulation of the water, and soon after, a boat advancing with lighted lamps and a rower; having seated himself on the bottom of this boat, and provided himself with an additional garment, he is prepared for his subterranean expedition. As he enters the passage, he will for a moment experience, or imagine he experiences, a little difficulty of breathing. But he will soon become reconciled to his condition; and after passing about 100 feet in the excavation, for which distance the soil is supported by timbers, he will find occasionally more room, so that he can stand erect. If he looks back, after having advanced several hundred feet, the light at the entrance will appear diminished to the size of a candle; and before he reaches the extremity, it becomes invisible. About half way from the entrance to the end of the drift, he will pass a shaft, down which a small brook is turned, for the purpose of aiding the ventilator. When he reaches the end of the drift, he finds himself to have penetrated nearly 60 rods, chiefly into solid rock.

The miners do not quit the drift when they blast, but retire behind a breast work thrown up for the purpose. One man has been an inmate of that dark recess eight or ten years without suffering in his health.

Every mineralogist passing that way, will of course visit this drift. Intelligent gentlemen, without professional views, and even ladies, not unfrequently enter this cavity.

MOUNT HOLYOKE.

The ascent of this mountain has lately become very fashionable, perhaps more so than any similar enterprise in this country, if we except that of the Catskill Mountains in New-York. The height is said to be 800 feet; and there is a good carriage road the greater part of the way up, as well as a building of considerable size on the sum-

mit, for the accommodation of visitors, who resort thither every season, usually in parties.

There is a short road through the meadows, directly to Lyman's ferry, at the foot of the mountain, which is furnished with a good horse beat. But it may be found pleasanter to cross that at the upper end of the town, pass through Hadley Meadows, and down on the eastern bank. The path up turns off near a small old house, and another opposite the tavern near the ferry. After following the latter to its termination, you dismount, secure your horses to the trees, and walk up a rude stone staircase on the right. Refreshments will be found at the house which occupies the summit; and which opens on both sides, in such a manner as to command an uninterrupted view of the rich and varied landscape below. Those who wish to enjoy the luxury of seeing day break and the sun rise over such a scene, may find a shelter here for the night.

SOUTH-EAST, the view is less interesting, and may therefore be first examined. The country is undulating, and the soil generally poor; yet several villages are discovered at a distance, particularly South Hadley, which lies immediately below. Southwardly is seen Connecticut River, retiring under the shade of Mount Tom, whitened below by the South Hadley Falls; but Springfield is not seen. The river makes several turns; and on the horizon are two very distant peaks, which are supposed to be East and West Rocks, at New-Haven, about 70 miles distant.

NORTH-EAST is seen Monadnoc Mountain, in New-Hampshire; and the view towards the east is interrupted by the neighbouring peaks of Mount Holyoke.

NORTH, you look up the charming valley of the Connecticut; bordered by distant ranges of hills and mountains, varied by a few isolated peaks, covered with the richest coat of vegetation, and scattered with villages and innumerable farm houses. The river makes a beautiful serpentine course; from where it first appears at the foot of Sugar Loaf Mountain, and Mount Toby, until it reaches the village of Hadley, which lies in full view; and then taking a bold sweep to the west, and flowing $4\frac{1}{2}$ miles, it returns to the end of that village, only a mile distant from where it first meets it. The whole peninsula is rich and fertile, and covered with cultivated fields of

wheat, corn, grass, &c. without being disfigured by fences, according to the custom prevalent hereabouts; and is the richest sight upon the river, particularly when viewed in connexion with the scene immediately below, where the river flows on, almost under our feet, and the western shore presents the extensive Northampton Meadows, a mile wide. Following the current with the eye, in the

WEST-SOUTH-WEST, it forms a still more remarkable peninsula, although one of inferior size: the *Hockanum Bend* being a turn measuring $3\frac{1}{4}$ miles in circuit, while the isthmus is only 46 rods across, or 150 yards. In the compass of this view, from the north to the west and south, numerous village spires are seen, with level fields, orchards, and gardens, almost without number; and the whole scene is so bounded with mountainous ridges, as to seem to justify the opinion of geologists, who say that it was once covered with an extensive lake, until the water forced a passage between Mounts Tom and Holyoke.

Northampton is seen about west-north-west, with Round Hill; and towards the right, the top of Saddle Mountain, in the distance. There are also others still further north, particularly Haystack and Bare Mountain.

More than 30 church steeples may be counted here by taking advantage of different kinds of weather.

In point of history, that part of the Connecticut Valley immediately under the eye, belongs to the third division of settlements, calling Plymouth and Massachusetts Bay the first; Windsor, Hartford, Wethersfield, &c. the second. Northampton, Hadley, and Hatfield, were settled in 1653, and remained the frontier posts in this direction till after Philip's war, during which they suffered severely from constant alarms, and the loss of inhabitants. The Indians who had sold the land on which the towns were built, had each a spot assigned them within a short distance of the palisades, with which the new settlements were surrounded, and lived in peace and good faith until excited by Philip; after which all the towns were at different times attacked by them, and some of them repeatedly. It may, perhaps, add to the interest of the visiter to Mount Holyoke, while looking down on the scene of peace and fertility beneath them, to be told,

that during the French wars, on May 13th, 1704, the Indians fell upon a little settlement at the foot of Mount Tom, and killed 20 persons, more than half of whom were children; and that a tradition states, though without designating the precise time, that a captive woman was once brought to the top of the mountain where we stand, and scalped—such trials had our forefathers to endure who introduced civilization into this once savage country.

Hadley was attacked by the Indians while the inhabitants were at church, and was near falling into their hands, when a stranger, a venerable old man, made his appearance, and by his active resistance, encouraged them to repel the enemy. It was not known at the time who he was, or whither he went; but there is now little doubt that he was Goffe, one of king Charles's judges, who was secreted for a length of time in this town, and of whom we have already had occasion to speak at New-Haven. The remains of his coffin, it is believed, were discovered a few years since, in the cellar wall of a house near the present academy, which was formerly inhabited by one of his friends.

The burning of Deerfield, we shall speak of on arriving at that town.

Stage coaches run to Boston and Albany in a day; and up and down the river three times a week.

HADLEY,

3 miles. (See a few lines above.)

HATFIELD,

1 mile, on the west side of the river. This town is much devoted to the wintering of cattle raised on the neighbouring hilly country. The grass is very fine, and the barns are large; which, with the appearance of the houses, give the place an air of substantial agricultural wealth. The cattle are bought, stabled, and fatted.

AMHERST

is situated on elevated ground, 5 miles from Hadley; and off the river, towards the north-east,

The COLLEGE contained, in 1825, 152 students.

The SUGAR LOAF is an isolated hill of a conical form, rising in front as we proceed. A fine view is enjoyed from the summit, where has recently been erected a house for visitors. Deerfield lies north of it about 3 miles ; and the way by which we approach it, lies nearly along the old road which led thither through the wilderness, in 1675, when it was deserted by the settlers ; and Capt. Lothrop was despatched, with a body of 80 soldiers and wagoners, to bring off the grain. At the foot of this mountain is the small village of Bloody Brook, (improperly called Muddy Brook,) and near the spot where a bridge crosses the stream, Capt. Lothrop was ambushed by about 800 Indians. The place was then a marshy piece of ground ; and some traces of the road, which was formed of logs, are still to be seen, running through the fields without crossing at the bridge. The convoy halted at this place ; and the soldiers were generally engaged in gathering grapes from the vines which ran on the trees, having left their muskets on the ground, when the Indians fired upon them. Capt. Lothrop, who had often discussed the different modes of fighting Indians, and was strongly biassed in favour of imitating their own mode of warfare, immediately gave orders that the men should disperse, and fire from behind the trees ; but they in this way lost the opportunity of cutting their way through and making their escape, which they might have done by keeping in a close body ; and were all cut off except 8 or 10. This massacre was one of the most calamitous which ever occurred in New-England, taken into view with the small number of inhabitants at the time : as the company consisted of young men, from the principal families in the eastern towns.

On the day following, Captain Moseley went up to bury the slain, and found the place still occupied by Indians ; but he forced his way through them, and obliged them to abandon the ground. There is a stone now lying near the fence, west of the brook, which was brought there some years since for a monument, but not raised.

That part of the meadow we pass through in approaching Deerfield was the scene of several skirmishes with the Indians at different times, as the place was a frontier for many years, although it was twice burnt and deserted.

DEERFIELD.

In 1704, which was the period of its last destruction, a large body of Indians, led on by a few Frenchmen from Canada, came upon the town before daylight. It was winter, and the snow crust was strong enough to bear them; they had secreted themselves on a hill north-west from Deerfield, and sent in a scout. The houses were all entered but one, the inhabitants made captives, and all, except a few, taken off to Canada. One of the houses is standing at this day, a little north of the church, and the hole may still be seen in the door, which the Indians hacked with their tomahawks, and then fired through, as well as the marks of several bullets in the eastern room, one of which went through the neck of a woman and killed her. A young man and his bride leapt from a window of the chamber above; and though the latter was unable to walk, in consequence of spraining her ankle, the former fled, at her urgent request, and, meeting with some troops on his way, brought them up in time to drive off the Indians, but not to retake any of the captives.

A house next this was valiantly defended by seven men; and the dwelling of Mr. Williams, the minister, was taken, and he and his family carried to Canada. Most of the people were ransomed; but a daughter of Mr. W. became attached to the savage life, married a chief, and left children. Mr. Williams, Missionary to the Indians at Green Bay, is one of her descendants.

Some marks of the old picket may be traced in the rear of the house, which is supposed to present the same appearance as in old times, excepting that the kitchen, &c. have since been built, and the front and rear have been covered.

There is an academy in this town, but it is not in a very flourishing condition.

East from this place, are several spurs projecting from the hill, on one of which was formerly a fort, for the protection of the Deerfield Indians against the Mohawks.

GREENFIELD, 3 miles. Here the stage coach passes on a road from Boston to Albany. The country west is highly

picturesque. Just south of the town, Deerfield river appears to have at some period formed a lake of some extent, with an outlet towards the east, where its channel may be seen, with the place of an old cascade, and the rocks bored out by the rushing of the water. The channel now lies through a deep cut between two hills.

TURNER'S FALLS are on Connecticut River, two or three miles east from Greenfield. It is necessary to leave the road to see them ; but they are of considerable height and beauty, and history has rendered the place memorable, from an important battle fought there towards the close of Philip's war. The way by which we approach is nearly over the same ground, where Capt. Turner marched, with his body of men, in the year 1676, when he went to attack a large body of Indians, assembled at an Indian fort, a quarter of a mile above the falls ; and by which he also returned, after a successful battle, pursued by his surviving enemies.

Philip, having been driven from the sea coast and the neighbourhood of the English settlements, by the active operations of Capt. Church, Capt. Mosely, Capt. Wheeler, &c. retired with some of his followers to the Northfield Indians, who held a position on a sandy hill, on the north bank of the river. Here he was attacked in the night by the troops under Capt. Turner. The English left their horses on a hill, which descends to a brook emptying into the Connecticut below the falls ; and having mounted the opposite bank, proceeded near where the present road leads, and marched up the sandy hill. The place has a swamp on two sides, and the river on the fourth. It is, indeed, overtopped by neighbouring hills ; but cannon, of course, were out of the question in such a warfare. The Indians had held a feast that night, as some of their captives afterwards reported, and were generally asleep, so that the attack of the white men gave them a panic, and they fled to their boats, which they launched in such haste, that many forgot their paddles, and were carried over the falls. The rest, however, rallied before their enemies were out of their reach, and being joined by some from the island below the falls, pursued and harassed them about ten miles, to Deerfield. Bones are occasionally dug up near the spot, and a few years ago the remains of an old

musket, a few silver coins, &c. were discovered among the rocks.

This was the last and most severe blow Philip received, before he returned to his native country in Rhode Island, where he soon after terminated his dangerous life and the war, which brought so many calamities upon New-England.

THE CANAL. A dam of great height is built at the falls, to supply a canal, which extends two or three miles for boats and rafts. Some mills are also established on the river's bank. The fall is divided by two rude rocks, between which the water rushes in separate cataracts; and the scenery below is wild, and not a little imposing. There is, however, no inn nearer than Greenfield.

BERNARDSTON, 8 miles from Greenfield.

VERNON. Within the limits of this township, which is the first in Vermont, was once fort Dummer, one of a chain of forts, built for the protection of the country against the Canadian Indians. The place for some years was known on the river, by the name of Number One, being the first of four new townships.

Passing through a pretty village, with several mills, after a few miles, we approach Brattleborough, south of which, east of the road, is a quarry, which furnishes a large quantity of slate; where may be seen the mode of quarrying, splitting, shaping, and packing it for transportation.

BRATTLEBOROUGH is a very pleasant village, situated on an elevated plain above the river, which, since the draining of the old lake in this place, has made two or three concentric arches north of the town, as it has gradually lowered its channel to the present level. At the bridge, over a small stream, are several manufactories; and in the village is a large and comfortable stage house, whence coaches go to Boston, as well as west, north, and south.

WESTMINSTER. This is on a fine, extensive level; and on the high land, on the opposite side of the river, is

WALPOLE. Connecticut River being the dividing line between the two adjacent states, Walpole is in New-Hampshire. The situation is very commanding, and the summit of the hill, above the village, affords a view of un-

usual extent and beauty. There is a spacious and well-kept inn at Walpole ; and stage coaches go hence to Boston, &c. It will be found the best place to stop at between Brattleborough and Charlestown.

Three miles north is the farm of Col. Bellows, which contains 700 acres. The house of the proprietor enjoys a fine situation on a ridge rising from the meadow, near where stood the fort erected by Col. Bellows, when, about the middle of the last century, the place was occupied and a settlement begun under the name of Township No. 3.

The changes which have taken place in the channel of the river, in the course of ages, are very manifest in passing along this part of its course, particularly by the western bank ; in one place, which is now perhaps 100 feet above the present level of the water, the current appears once to have flowed, and to have formed the cataract, which has now retired a mile or more to the north.

BELLOWS FALLS. The height of this fall is inconsiderable, but it is on the whole a striking object ; surrounded by rocky banks, and having an abrupt mountain on the eastern side. The place has also been much ornamented by art ; for, besides the village, with its neat white houses and handsome church, a canal has been dug round the falls, a bridge thrown over them, and the rugged side of the mountain decorated with a handsome country seat.

The rocks are of the most firm and solid gray granite, but are much cut by the force of the current. In some places holes have been bored into them perpendicularly, two or three feet in diameter, and 12 or even 18 feet deep. This is done by the motion given to loose stones by the eddies of the stream, and the gradual enlargement of the bore sometimes breaks off great masses of the rock. These falls were once the favourite resort of Indians during the fishing season. On the rock just below the bridge, are some remains of their rude attempts at sculpture, which represent the form of human faces ; and from one on the end of the stone, which appears to have suffered less from the attrition of the floods, it would seem as if they might once have been more finished specimens of sculpture than they now appear, as that presents considerable prominence and beauty of execution.

The HUNT FARM is about 5 miles from the falls, and is a large and valuable estate, the meadows being rich and beautiful in the extreme. The house and other buildings are large ; but the establishment is not now conducted on such a plan as would gratify an agriculturist.

CHARLESTOWN. This is one of the prettiest little villages in New-England ; having a wide street, partly shaded with trees, and lined with neat houses, many of which speak the taste, as well as the easy circumstances of their proprietors.

This was called township No. 4. The fort built for the defence of the place in 1743, stood on the gently rising ground a little south of the church, where the street runs : but not a vestige of it is to be discovered. It was most gallantly defended by Capt. Stevens, in 1747, against a large number of French and Indians : although repeatedly called upon to surrender, the garrison persisted in the defence, digging into the ground to shelter themselves from the enemy's fire, and, after several days, succeeded in driving them away. Capt. S. received a sword for his bravery.

JARVIS'S FARM at Wethersfield Bow, on the west side of the river, is very extensive, and contains a number of large buildings for dwellings, barns, stables, &c. principally of brick. The land is generally fenced with the roots of pine trees, dragged from the ground, by which, the soil is rendered fit for immediate cultivation, and unincumbered. The proprietor of this farm is also the possessor of a large part of the township beside, and is very wealthy.

The road beyond affords some romantic scenes. The hills approach the river very nearly, and several views are caught between them, of the mountain behind Windsor, which is about 2000 feet in height, and divided into three peaks, whence, it is said, it derived the name of Ascutney, which, in the Indian language, means Three Brothers.

WINDSOR

is a fine and flourishing town, in a very picturesque situation, particularly when viewed from the opposite side of the river ; and contains a good stage house, kept by Pettes,

a number of stores, some elegant houses, two or three handsome churches, and the STATE PRISON.

This latter building is of granite, on the hill in the western part of the town. It is planned after the old and ill-devised system, but has one thing in its construction worthy of imitation: the stones are secured against removal, by having six pound cannon shot placed between them, holes being cut into the stones to receive them.

MOUNT ASCUTNEY. A great part of the way up this mountain a road has been cut, and the traveller will be richly rewarded for the labour of the ascent. From the nature of the soil, he cannot, indeed, expect to behold a scene like that from Mount Holyoke; but there is a great deal that is fine in the appearance of the surrounding country, rough, and interspersed with villages and cultivated tracts, with the Connecticut winding through it. There is a house for the convenience and refreshment of visitors on this mountain also, and the number who ascend it annually is already considerable.

THE GULF ROAD.

Those who are going westward from this part of the river, are counselled to take the Gulf Road to Burlington, on Lake Champlain, to which a stage coach runs. Although the route is through the chain of the Green Mountains, the way is remarkably smooth and easy, following the courses of the White and Onion Rivers, which have cut deep channels through the rocks. You have, however, first to go 16 miles along the western bank of the Connecticut to

WHITE RIVER. Here great quantities of lumber are brought down, sawed on the stream, and sent by the Connecticut in rafts to the country below. Dartmouth College, at Hanover, is 5 miles north, and those who are going to the White Mountains, will of course pursue that route; (*see p. 269*;) but the following deviation is made for those who are going to Lake Champlain.

The road up the White River lies along the north bank, and passes through several beautiful and flourishing villages. The valley, though narrow, is formed of the richest soil, and wears the same aspect, in form, fertility, and population, with the meadows of the Connecticut. This was the course formerly chosen by the Indians of the

north in their commerce with those on the borders of that river, before the arrival of Europeans ; and, with the exception of a short portage, between the White and Onion Rivers, they brought all their furs from Canada, &c. by water. During the Indian and French wars, this route was frequently used for more hostile purposes ; and captives were taken from these settlements so late as the Revolutionary war. The scenery is interesting and various all along the route.

ROYALTON, a pretty village.

RANDOLPH

is considered one of the most beautiful towns in Vermont, and a stage coach likewise passes that way.

GULF. The entrance of this remarkable passage from the east, is under the brow of an abrupt mountain, where a branch of White River flows along by the road in a gentle current, quite inadequate in its present condition to such effects as it has produced at some former period, in parting this enormous barrier. It was not, however, by the gradual action of a diminutive stream like this, even when increased by the annual floods, that such changes were made ; but by the pressure of a lake confined among the mountains, which here first found a channel.

The Gulf road extends 6 miles, and the ground is so level that it has been proposed to make it the course of a canal. On the height of land is a pond, from which flows a stream, into the valley. Part of it joins the White River, and part the Onion River.

MONTPELIER

is the capital of Vermont, and a very pretty town. It contains the *State House*, a *Court House*, an Academy, and other public buildings.*

* *History of the State*.—The first discovery of Vermont was made in 1609, by Samuel Champlain, who, after establishing a colony at Quebec, proceeding up the Rivers St. Lawrence and Sorel, explored and gave his own name to the lake which washes the western part of the state. This early discovery of the interior of North America was attended with no European settlement until 1724, when the government of Massachusetts erected Fort Dummer, in the town of Brattleborough,

From Montpelier to Burlington, the road pursues the course of Onion River nearly the whole distance, and affords a succession of hilly and mountainous scenery,

on Connecticut River. The first settlement in the western part of the state was commenced by the French in 1731, in the town of Addison, and at the same time they erected a fort at Crown Point. The government of New-Hampshire began to make grants of townships within the present limits of Vermont in 1749, at which time the settlement of Bennington was commenced, and at the same time a violent controversy ensued between the New-Hampshire grants and the province of New-York, which continued until 1764, when the jurisdiction of the former was declared by the King and council to extend to the western boundaries of New-Hampshire. Owing to the war between Great Britain and France and their Indian allies, the progress of the state to a settlement and population was extremely slow ; but by the surrender of Canada to the power of Great Britain in 1760, the settlement of the state progressed rapidly. One hundred and thirty-eight towns which had been granted by the Governor of New-Hampshire for thirteen years, ending with 1764, were declared void by the government of New-York, and the settlers were called upon to surrender their charters and purchase new titles. Upon this investigation, the controversy between the New-Hampshire grants and New-York was renewed, which continued for twenty-six years. In 1778, several of the towns belonging to the state of New-Hampshire were desirous of uniting with Vermont, which occasioned a severe controversy and threatened a severance of these grants between New-Hampshire and New-York. This difficulty continued until 1781. Massachusetts at this period laid a claim also to the southern part of these grants, but without any success. The internal affairs of Vermont were still very fluctuating, without any regularly organized government : she was controlled by the arbitrary measures of the Council of Safety, and that from the commencement of the revolutionary war until she declared herself a free and independent state. This was done by a general convention of Delegates from both sides of the mountain, holden at Westminster in 1777. The first convention of the state met at Dorset in 1776, and the first constitution was adopted by a convention assembled at Windsor in July, 1777, but the organization of the government did not take place until March, 1778.

Their first warlike enterprise took place under the command of Col. Ethan Allen, who surprised and captured a British fort at Ticonderoga, without the loss of a man. On the same

such as is characteristic of the state. The river is in many places smooth and gentle, though occasionally interrupted by falls and rapids. The Indians navigated it in their canoes for many miles ; and when they found the channel obstructed, carried them on their shoulders through the mountains, to the White River, and thus proceeded to the Connecticut. This route was used by the Indians in their trade, when the English first knew the Connecticut ; and during the French wars the savages frequently resorted to it in their hostile incursions, as one of the principal passages to New-England. Even as late as the Revolutionary war, a party came from Canada, and burned several houses in the settlements in this neighbourhood. [For a *proposed canal*, see page 273.]

On the road from Montpelier are two remarkable *Water Falls* in the Onion River. They are so near the road that they will be heard in passing, and seen by taking a few steps. The *Upper Fall* is in the midst of a wild scene, the water pouring over broken rocks, between two high and perpendicular banks. The *Lower Fall* is of a peculiar character : the stream is broken into foam, and rushes by with great rapidity ; yet the channel is obstructed in such a manner by several large rocks, that the stream is turned alternately from side to side, being dashed with violence against their bases, and thus forced into an unnatural zig-zag course.

A few miles before reaching Burlington, the road leaves the river, which bends away further towards the north. At its mouth is an extensive and fertile meadow, which may bear a comparison with those on the Connecticut.

day Crown Point was captured by the troops under the command of Col. Seth Warner. An attack was made upon Montreal, in which Col. Allen was taken prisoner and sent to England. During the same year, 1775, Col. Warner, with 300 Vermont soldiers, attacked and defeated General Carlton with 800 regulars and Canadians. On the 13th of August, 1777, the New-Hampshire and Vermont militia, under the command of Gen. Stark, defeated the British troops under the command of Colonel Baum.

The difficulties between Vermont and New-York were amicably settled in 1790, and the next year she was admitted into the confederacy of the states.—(*From a Vermont paper.*)

BURLINGTON

is a large and beautiful town, and enjoys one of the finest and most advantageous situations on Lake Champlain. The ridge of the hill, on the declivity of which it is built, commands an extensive view upon the lake, with the numerous mountains which border its western shores, and a large expanse of water on the right and left. Immediately below is the bay, bounded by high land; and the elegant dwellings and beautiful gardens, of the wealthier inhabitants, ornament the foreground.

The Steam Boats stop here on their way to Whitehall and St John's (the route to Montreal;) and the traveller is referred to pages 185 and 224 for the objects on the lake in those directions. [*Returning to Connecticut River.*]

HANOVER.

This village, 21 miles above Windsor, is remarkable as the seat of

DARTMOUTH COLLEGE,

an institution which holds a very respectable rank for learning and influence, the number of its pupils, and the ability of its officers. It was founded for the education of Indians, and was named after William Earl of Dartmouth. It possesses a large tract of land, which, however, is unproductive; and the college building, which is of wood, and not inhabited by the students, has an aspect of decay. The chapel is also of wood; but several of the houses about the green are very neat, and the ground being elevated, the place is very pleasant.

The *Medical Institution* is a brick building, a little north from the square. The number of scholars in the college, in 1825, was 138.

The road between Hanover and Haverhill, 18 miles, presents few objects of much interest; the country not being thickly populated, and no villages intervening, except one, which has several very neat houses.

HAVERHILL.

There are three villages in this town, but the northern one is where the Boston road comes in, and where there are two good inns. The situation is elevated and overlooks the meadows for some distance. The distant scenery is here very fine, as Moosehillock Mountain and several others are in plain view, and serve as an introduction to the White Mountains, which we are approaching.

On the opposite of the river is PIERMONT, (and the traveller may cross or not,) where is a *Sulphur Spring* of some local celebrity, with a building for baths. Some distance south of it is a large house, in an agreeable situation, for the accommodation of visitors. It is capable of receiving a great many people, and has a garden and pleasant rustic walks about it. The stables are large, and great expense had been incurred, which has yet been ill repaid.

The *Great Ox-bow* is a meadow containing about 500 acres, lying in the town of Piermont on the western bank, and in the form of a crescent. The soil is fine and valuable; but from the comparative small extent of the meadow, it cannot be compared with that of Hadley. There are two or three houses seen, belonging to the family of the first settler, who, as may be imagined, soon acquired wealth from so valuable a tract of land.

From BATH to the WHITE MOUNTAINS, there are two roads, one of which turns off through Lisbon, Bethlehem, Breton Woods, Nash and Sawyer's Patent, and Shadbourn and Hart's Patent. [See *Index*.]

Such is the wildness of the country, that we can do little more than enumerate the places. The road is new, in many places rocky, and in others rough on account of the logs which have been laid down to support it, and the remains of the stumps of trees. But it is more direct and much less mountainous, than that which passes through Lancaster. It does not however afford that fine view of the Connecticut Valley, nor of the ranges of mountains which there surround it, like a magnificent amphitheatre.

LANCASTER

is a very pleasant town, and the last on the river which merits that name. The surrounding mountains form a noble scene, superior to every other of this nature along its course.

* *The navigation of Connecticut River.*

In 1825 a survey was made of the upper waters of this river, as far as Lake Connecticut, under the authority of

* The freight, per ton, from Wells River to Hartford is at present \$10; and from Hartford to Wells River \$20. From Brattleborough to Hartford (100 miles) \$5 per ton down and \$10 up. Some counties in the north-eastern part of Vermont now find it *economical* to transport produce 40 or 50 miles by land to St. Albans, thence by Lake Champlain to Whitehall, thence by the canal to Albany, and thence in sea vessels to Boston—thus passing the land, lake, canal, river, sound, and ocean. It is to reduce the expense of transportation over land, or circuitous water carriage, that the improvement of the river is to be attempted. From 100 towns in Vermont, the average price of transportation over land, to the nearest market, is estimated at \$22 per ton—wheat, rye, or Indian corn, 60 cents a bushel. *The average freight of salt is more than its first cost*; and such is the enormous freight of Plaster of Paris, as to amount to a prohibition of its use.

For the purpose of showing the difference between freights now, and freights after the improvements are made, the following estimate is given:

	<i>Present freight.</i>	<i>Improved.</i>	<i>Saving per ton.</i>
From Barnet to Boston,	23 00	11 57	11 43
From Brattleborough to do.	15 00	6 65	8 35

As to the amount of tonnage, it is estimated that 16,000 tons would annually pass from towns in Vermont, to a market. By the improvement, the saving on this, per ton, would be \$9 80; and would make an aggregate of \$156,800: 8,000 tons are estimated from New-Hampshire—10,000 tons from towns in Massachusetts, above South Hadley Falls, and 12,000 tons from towns in Massachusetts, below South Hadley Falls; making in all, an annual saving to the citizens of the valley of Connecticut River, of \$293,200. If there be added to this the probable

the adjacent states, and the general government ; and the result was such as strongly to encourage the hope, that the obstructions in the channel may all be overcome, so as to allow of the passage of boats quite up to its source in Lake Connecticut. If such a plan were executed, the effects would prove of incalculable importance to the fertile and extensive regions through which the river flows. Beside opening the navigation to Lake Connecticut, between Barnet, Vt. and Stewartstown, N. H. it is intended to connect the river with Lake Memphremagog by a boat channel, between Nalhegan and Clyde Rivers.

The following statements are given as the results of the survey. That from Barnet in Vermont, to Hartford in Connecticut, a distance of 219 miles, a depth never less than four feet at low water may be provided, and slack water secured throughout, so as to be navigable by boats of heavy burden, at an expense not exceeding \$1,071,827 91: which estimate has been made on the supposition that the works are to be constructed of the best materials, and in the most durable manner. Of the above specified extent, 17 miles would be canal, to avoid bars or tedious bends in the stream, and 202 miles would be slack water navigation formed in the stream itself, by 15 dams and 41 locks properly disposed, and such occasional excavations as are found necessary. In addition to the sum above stated as the probable cost of the works to be constructed, an amount of about \$500,000 must be expended to procure certain necessary water privileges, now in the hands of various individuals and companies, preliminary to the undertaking; which will make the cost of the whole amount to \$1,571,827 91.

Canal from Connecticut River to Burlington on Lake Champlain.

A survey has lately been completed, of Onion River, from Lake Champlain, at Burlington, to Montpelier, a distance of 38 miles. It is ascertained that a canal may

saving to towns in Connecticut, say \$6,800, the grand estimate will be safe at \$300,000.

be made on three levels, the amount of fall at three points being 394 feet. The height of Lake Champlain above the Hudson River, at Albany, is 86 feet. The elevation from Montpelier towards the Connecticut River, to Onion River Pond, was found to be 877 feet, and the fall thence to the mouth of Wells River on the Connecticut 918 feet, making the whole lockage from Lake Champlain to the Connecticut 2189 feet. By another route through Dog River, where there is a less abundant supply of water, and White River, to the mouth of the latter, the lockage is 1468 feet.—[*Boston Daily Adv.*]

[Having now completed the route up Connecticut River, we return to Long Island Sound. For other routes and places, see Index.]

NEW-LONDON.

Entering New-London Harbour, on the left is the Light House, and the dwelling of Gen. North, once aid-de-camp to Baron Steuben. The shore beyond is inhabited by fishermen, whose boats (called smacks) are generally to be seen in great numbers.

FORT TRUMBULL

occupies a point beyond. It is a small work, and garrisoned by the United States. It was taken in the revolutionary war, as well as the town and *Fort Griswold*, which stands on the high hill opposite. Looking up the River Thames, the prospect is handsome, the banks being high and cultivated, and backed by Horton's Hill, several miles distant, in the Mohegan country.

The Harbour of New-London is one of the most accessible, safe, and commodious in the United States, lying near the Ocean and the Sound, almost surrounded by high land, and having water enough for ships of war quite up to the wharves, with a fine sandy bottom near the shores. Unfortunately, however, there is no convenient communication far into the country, and the region about it is far from fertile, so that the place can never attain much importance. It serves in some degree as the port of Connecticut River, because there is no good harbour there; and a great deal of trade was carried on with the West Indies a few years ago.

New-London is the third town in Connecticut for the number of inhabitants, and like several of the other principal places, although so small, enjoys the privileges of a city. It is situated irregularly, principally at the foot of a hill, facing the east, and wears an appearance of decline; but some of the houses are handsome, and there are several fine situations near the top of the hill.

One of the steam boats stops here; and the other, after landing and receiving passengers, proceeds up the river to Norwich, 13 miles.

There is a road hence to Providence, and another from

Norwich, both equally uninteresting, and nearly of equal length. The river, however, affords some very pretty scenes, and Norwich is a neat and interesting town. The prices have hitherto been nearly the same for the two routes.

FORT GRISWOLD,

on the high hill opposite New-London, was garrisoned by a few continental troops in the year 1781, in the revolution, when Benedict Arnold, after his treacherous desertion of the American cause, appeared off the harbour with a British force on the 6th of September; and landing 800 men on each point of the harbour, marched up and took Fort Trumbull, and burnt the town. Col. Eyre, who commanded the troops on the eastern shore, proceeded towards Fort Griswold, and sending in a flag of truce, demanded a surrender.

But before this time, Col. Ledyard had entered the fort, and garrisoned it with 120 men, chiefly militia volunteers from the neighbourhood. The British troops had advanced under cover of a wood, and invested the fort; but the Americans defended themselves for some time, beating off their enemies once, and finally surrendering only when resistance would have been entirely useless. The enemy had lost 41 officers and men, who were buried near the spot; with Col. Ayres, the commander, wounded, and Maj. Montgomery killed. After the surrender, however, a massacre of the prisoners took place, which cast the deepest disgrace on the expedition: 70 officers and men being the victims, most of whom were heads of families. Many of the wounded were also treated in a most barbarous manner, being placed in a cart, and rolled down the hill just south of the present road to the fort.

This melancholy event was commemorated on the 6th day of September, 1825, by a procession, an oration, &c. and arrangements were made for building by subscription a monument on the spot.

The objects on the Thames, at Norwich, &c. will be taken up on page 277.

Road from NEW-LONDON to PROVIDENCE.

FORT HILL is a commanding eminence, about 4 miles east from this place, and derives its name from a Pequod Fort, which formerly occupied its summit. A road crosses it near the southern limit of the fort, and a small church stands a quarter of a mile above, within the extensive space once enclosed by that palisaded work. It was the great fortress of the terrible Pequod nation, which makes a very conspicuous figure in the early history of the eastern colonies. They had fought their way from the interior, and seated themselves in the present limits of Groton, where the few poor remains of their descendants still are found. On the arrival of the English, they had extended their conquests a considerable distance up Connecticut River, and the Eastern and Western Nehantics on the coast were subject to them.

In consequence of the murders they had committed, and the attack with which they threatened the infant settlements at Hartford, Windsor, and Wethersfield, the inhabitants formed an expedition in the spring of 1637, led by Capt. Mason, attacked their other fort on the Mystic, burnt it, and killed about 600 persons: after which the nation fled from their country; and having suffered another terrible slaughter in the swamp at Fairfield, (see page 231,) were reduced to slavery, and ceased from that time to be an object of terror.

This hill commands an extensive and delightful view, being almost entirely clear of obstructions, and being superior in height to the neighbouring hills. A considerable extent of Long Island and the Sound are overlooked from the summit, with various islands, bays, and points on the Connecticut Coast. At the time of the burning of Mystic Fort, it was occupied by the chief Sachem Sassacus, who hastened to the relief of his subjects, but arrived too late to render them any assistance. On his return here, he burnt the weekwams, and palisadoes, and immediately fled for refuge to the Mohawks, by whom he was beheaded.

MYSTIC, $7\frac{1}{2}$ miles.

STONINGTON, 10 miles.

On descending the hill which leads into this village, Porter's Rock, 30 or 40 feet high, is seen a little off the road on the right hand. Under the shelter of it, it is said, Capt. Mason encamped with his little army, on the night of May 26, 1637, old style, a few hours before his successful attack on the Pequod Fort, which was on the top of a hill about two miles south of this place.

During the last war, a small fort in this town was attacked by a ship and two brigs of Com. Hardy's squadron, and defended by the inhabitants with great gallantry.

HOPKINTON, 11 miles.

WEST GREENWICH, 15 miles.

CENTREVILLE, 2 miles.

[Here are two cotton manufactories, about half a mile apart, and two weaving shops, with their little settlements, principally inhabited by the work people.]

PROVIDENCE, 11 miles. (See page 284.)

THE RIVER THAMES.

Steam Boat Route from NEW-LONDON to NORWICH.

A little above New-London, there is a singular rock, on the east side, where the explorers of the river are said to have landed, and to have been attacked by the Pequods. The Mohegan country lies above, on the west side, with *Horton's Hill*, on the top of which Uncas had a fort, something of which still remains. It is a very commanding position, and overlooks the surrounding country. During the late war, the government ships *Macedonian*, *United States*, and *Hornet*, which were in the river, lay moored here for a length of time, and their guns were drawn up by oxen to the top of the hill on the east shore, above the little cove. A small battery was also constructed on the little spur projecting from the hill in front. 3 or 4000 militia were also stationed on the opposite shore for their further security.

MASSAPEAGUE POINT, just above. Here the river is quite narrow, opening northward into a small lake.

There is a small ISLAND on the eastern shore, on which

is a stone cottage, built by the soldiers for a poor family which resided here during the war. It lies at the entrance of a pretty cove, which makes up a mile. Commodore Decatur brought the ships up here, for still greater security against the British cruizing off New-London Harbour. The place where they lay is *Kiah's Cove*, a mile above the island.

Above this place, the river has been impeded by sand, washed down by the Shetucket River, and attempts are making to remedy it by building piers. At low water, it is now $7\frac{1}{2}$ or 8 feet deep, and the tide rises from 2 to $2\frac{1}{2}$ feet.

TRADING COVE, 1 mile above Kiah's Cove, is a handsome little bay, making up into the Indian country, and derived its name from the barter formerly carried on here between the white men and the Mohegans. Uncas, the Sachem of Mohegan, was believed to be of Pequod descent, but in a state of successful revolt at the time the English became acquainted with him. His chief residence was near this cove, now the centre of the Indian Reservation; but the burying ground of the royal family was near Norwich Landing, (which is in sight from this place.) He had conquered the country as far north as about the present Massachusetts line, but became an early friend of the whites, and rendered them important services, particularly in war, as well as his successors, the later Mohegan Chiefs.

Before this part of the state was settled, Uncas was once so closely besieged by his enemies the Pequods, that he suffered extremely from a scarcity of provisions, and was relieved only by the care of a man named Leffingwell, who was despatched from Connecticut with a boat loaded with provisions. In gratitude, Uncas gave him a large part of the present town of Norwich for this important service. There is a rock still pointed out on the shore, and called Uncas's Chair, where the Sachem is said to have sat and watched the arrival of his friends.

On the south side, Trading Cove is bounded by Nab Cooper's Hill, an appellation somewhat quaint for a neighbourhood not deficient in romantic association. Beyond is *Fort Hill*, which derived its name from a little place of strength erected in old times by the Indians, as a pro-

tection against other nations small like itself. The poor remains of this tribe reside on the lands secured to them by the state government, and live in all the ignorance, idleness, and thriftlessness common to Indians in this part of the country: melancholy testimonies of the degradation to which the most active human minds may sink when every customary impulse to exertion has been stifled, and no new incitement extended. An Indian could formerly equal or surpass his companions by an extraordinary display of swiftness and skill in the chase, or conduct and courage in war; and what exertions were not made for the attainment of such distinction? Red men have traversed these beautiful shores in the pursuit of game or the tracks of their enemies, and suffered all the severities of climate and privation, of wounds and of torture, for those white men whose sons now neglect and despise their descendants, and coldly question their capacity for improvement.

NORWICH.

STAGE COACHES go on to Providence and Boston, and there are others in different directions.

It contains three villages, of which **CHELSEA LANDING** is the principal, and is remarkable for its singular situation, as well as for its appearance of business, which is much favoured by the numerous manufactories in the neighbouring country. The **PLAIN** is about a mile north, and a very pleasant place.

On the way thither is seen the **Cove**, at the upper end of which are the **FALLS OF THE YANTIC**, a stream which pours over a ledge of granite about 40 feet high, and supplies several manufactories with water. The place is highly picturesque. A rock, 70 or 80 feet in height, overhangs the stream, whence a number of Narragansett Indians once precipitated themselves when pursued by the Mohegans.

THE BURYING GROUND OF THE UNCASSES

is on the elevated bank north of the Cove, on the grounds of Judge Goddard. There are stones marking the graves

of numerous members of the royal family of the Mohegans, and a few of them bear English inscriptions. The family is now extinct, with the exception of one or two degenerate beings, who have nothing but their name to boast of. Uncas, the old friend of the white men, is buried here. He and his nation were the only steady allies they ever found among the Indians, who was steady and powerful enough to render them very essential service. He was a man of extraordinary talent, and withal, extremely politic; but he refused to join the general insurrection under King Philip in 1675, and died a friend of the white men.

This plain was the principal summer residence of the Mohegans.

The COTTON MANUFACTORY is a very large establishment, under the bank, and at the mouth of the Yantic. The position is well selected, and the sum expended in buildings and machinery very great. It is owned by a company in Boston, from which city a vast amount of capital has been expended in all parts of New-England for similar objects, as the traveller will have opportunity to perceive as he proceeds.

CANAL. Surveys were made in 1825 for a Canal to run from Norwich parallel to Connecticut River, up the Quinebaugh River to Massachusetts. The supply of water is considered abundant at all seasons, and the tract of country through which it is to pass extremely favourable to the execution of such a design, as well as by its fertility and population, encouraging to its success. It is to pass through the following towns: Springfield, Palmer, Western, Brookfield, Sturbridge, Southbridge, and Dudley, to the Quinebaugh.

Road from NORWICH to PROVIDENCE.

The road follows the course of the Quinebaugh River for some distance, through a hilly tract of country, and near a fine cataract in that stream. At the distance of $1\frac{1}{2}$ miles from Norwich, it passes

SACHEM'S FIELD.

This is an elevated plain, on which a battle was fought

in the year 1643, between about 900 Narragansetts, (who inhabited Rhode Island,) and 500 or 600 Mohegans. The Sachem of the former, Miantonimo, intending to chastise Uncas for his adherence to the English, secretly advanced into his country with an army; but Uncas was aware of his approach, and met him on this plain, where both parties halted.

Uncas resorted to a stratagem. He stepped forward alone, and challenged Miantonimo to decide the quarrel single-handed. This, as he expected, was refused; and while his enemies were not prepared, he gave a signal by falling down, when his men instantly set up a yell, discharged their arrows, and rushed forward. The Narragansetts fled, and many of them were killed. Uncas captured Miantonimo himself, but the haughty Indian would not ask for quarter nor speak a word. He was taken to Hartford, and after a trial, was delivered to Uncas for execution. He was brought back to this place, and while marching across the field, was tomahawked on a spot a little east of the road, where a heap of stones for many years marked the place of his burial.

JEWETT'S CITY is a small manufacturing place, 7 miles from Norwich. There are three cotton manufactories here, one with 2000 spindles.

PLAINFIELD

is a pleasant village; the inn is large and good, and overlooks a fertile plain, through which is the route of the proposed canal to Brookfield, *Mass.*

On crossing the line of Rhode Island, the country becomes uninteresting. The farmers are poor and negligent; there are no villages deserving of the name, and nothing worthy of particular notice, except one or two small manufactories.

PROVIDENCE. See page 284.

NEWPORT.

This place possesses one of the best harbours in the United States. The entrance is guarded by the Dum-

plings Fort, and Fort Adams ; and the scenery about it is agreeable.

FORT ADAMS on Brenton's Point has had some additions made to its defences, and is to embrace, when completed, an extent of 130 acres. A range of guns is to line the shore towards the west, as far down as the first rising ground. It is proposed to fortify the Dumplings at an expense of \$500,000.

FORT WOOLCOTT is on Goat Island, opposite the town.

NEWPORT extends about a mile along the shore, but presents the aspect of decay, as the commerce has been removed to Providence. The situation has many advantages ; and this with the cheapness of rent will probably render it the temporary abode of many strangers during the warm season.

THE WINDMILL, an old stone tower on the top of the hill, is a conspicuous object, although long disused. There are four churches visible ; and the *Library*, a small but neat and correct specimen of architecture in the upper part of the town, is worthy of attention. The houses of the town are thickly clustered about the margin, but make rather a gloomy appearance on account of the want of paint and repair ; the place having experienced a gradual declension produced by the success of Providence, 30 miles further up.

The POOR HOUSE is on Coaster's Harbour Island, about a mile above the town, seen in passing in the steam boat. The island belongs to the town, and contains 80 acres. The building is three stories high, of stone, and contains 50 or 60 poor. Those who are able, work on the land, and others on different manufactures ; but most of them are women, and some superannuated. The keeper receives 50 cents a week for the board of each, which is paid by the town, to which the products of the labour are credited. Since this establishment has been formed, the expenses of the poor to the town have been reduced one-half.

The beach behind the town, like the whole circuit of the city, on the land side, was defended by a line of troops, batteries, &c. during the possession of it by the English in the revolutionary war ; and the opposite high grounds were occupied by the American army, whose head quar-

ters were on Taumony Hill, a mile and a half, or thereabouts, from the town ; and an elevation which affords an extensive view on every side. It is said to have derived its name from some old Indian chief, whose life, and period, and exploits, have been entirely lost. Gen. Prescott was taken here during the war, by a bold party of men under Col. Barton, who landed secretly from a boat in the night, went to the British head quarters, and conveyed their captive away before the land or naval forces, then in the harbour, could prevent them. The place was blockaded by the British fleet.

During the possession of the place by the enemy, the trees were cut down for fuel ; and although the soil is admirably calculated for the growth of fruit trees, and was before that period, quite covered with the finest orchards ; it is now so divested of trees of every description, as to appear remarkably naked and monotonous for an American scene. The fertility of the ground, and the excellence of the crops, however, as well as the neatness and precision with which the fields are cultivated, and regularly divided by fine stone walls, present a picture of agricultural beauty rarely paralleled in the United States.

FORT GREEN is a little battery erected on the water's edge, about a mile above the town.

MOUNT HOPE, famous as the ancient royal residence of the Narraganset Indians, and particularly as the abode of King Philip, and the scene of his death, is seen from a few miles beyond Newport, towards the north-west. It rises in Warren, on the shore of an arm of the bay, and will be particularly described hereafter. The view of it is soon afterwards cut off by the intervention of *Prudence Island*, which is about five miles in length, and presents the same fertile soil and gently swelling surface as that of Rhode Island. The inhabitants are few, as are those of Patience and Hope : islands of a much smaller size. Despair is a cluster of rocks on the left, near the island of Hope, the north end of which is 20 miles from Providence.

The banks along the remaining part of the river present little that is remarkable. The *Coal Mine* is near the north end of Rhode Island. The coal is anthracite.

PROVIDENCE.

This is the second city in New-England, both in population, wealth, and beauty. It contained, in 1825, about 16,000 inhabitants, and is beautifully as well as advantageously situated at the head of navigation, on the river of the same name.

BROWN UNIVERSITY,

the greatest institution of learning in the state, is built on the summit of a high hill, the ascent to which is not very easy, although it is laid out in streets decorated with some of the finest houses in this part of the country; dispersed among spacious gardens, and mingling the delights of the country with the splendour of a city. There are two brick buildings belonging to this institution, which contained, in 1825, 156 students.

The town was settled by Roger Williams, who left the old colonies in consequence of a disagreement in religious doctrines. He built his house on the shore, near the present episcopal church. Many of the society of Quakers or Friends afterwards joined him, whose descendants form a large share of the population of the state.

The road between Providence and Pawtucket, 4 miles, is one of the best in the United States; as the law requires that all the income above 10 per cent. shall be devoted to repairs; and the travelling is very great. It is hard and smooth, and is to be furnished with a convenient side walk the whole distance.

PAWTUCKET

is one of the largest manufacturing places in this part of the country, and has increased surprisingly within a few years. The banks of the river are varied and somewhat romantic; while the fall, which is under the bridge, furnishes a most valuable water power. There are three new manufactories building at Centre Falls, about a mile above. Cotton is principally manufactured here, though there is machinery devoted to other purposes. The influx

of strangers, many of them poor and ignorant foreigners, and most of them removed from the wholesome restraints of a better society, has produced unfavourable effects on habits and morals; which is the worst feature in the manufacturing system.

BLACKSTONE CANAL.

This canal, which is intended to reach to Worcester, Mass. will run along the course of the Blackstone River for several miles. That stream is seen on leaving Providence, and lies west of the road to Boston. The road now in use is new, and shorter than the old, but avoids several villages which that passes through, and presents very few objects worthy of notice.

ATTLEBOROUGH.

The inn at this place stands on the spot once occupied by a block house, built on the frontier of the Indian country before Philip's war. Opposite is an old burying ground, which contains the body of the first man killed here by the savages.

WALPOLE.

Here the stage coaches usually stop to dine or breakfast.

DEDHAM, *10 miles from Boston,*

is a large and beautiful village, with regular and well built streets, and some quite elegant houses.

BLUE HILLS. This is a pleasant retreat, about 7 miles from the city of Boston, and much resorted to in the summer season; as a large house of entertainment has been recently erected at the foot of the mountain whence the place derives its name; and the summit, which is considered about 800 feet above the level of the ocean, commands a fine and extensive view. A small house has also been built on the top, where the view is the finest, for the temporary repose and supply of visitors. On the

northern side, the view embraces, in a clear day, the Green Mountains in Vermont, and the White Mountains in New-Hampshire, with a wide extent of country between ; Nahant, and in general, all Boston Bay, is seen eastwardly, and near at hand.

The hills are seen on the right from the road, a few miles south of Boston.

ROXBURY.

On the Neck which leads to Boston, we pass the remains of the entrenchments thrown up by General Washington, in 1776, to shut the British troops up in the town ; and a little beyond them is the place where Gen. Gage before drew his line across, to command the communication between it and the country. The country on both sides retains marks of the American forts, redoubts, &c. and Dorchester Heights on the east are crowned with the works thrown up by Washington, which commanded Boston and the anchorage ; and forced the enemy to evacuate the place. Embarking here in their fleet, they went round to Long Island, and soon after entered New-York.

BOSTON.

HOTELS, &c. The Exchange. Marlborough Hotel.

Boston contains an uncommon proportion of fine buildings, particularly private residences: for it not only possesses much wealth, but it is more fashionable here than in many other places, to fit merchants for the compting house by a liberal education, by which means taste, as well as science, is fostered. The finest buildings are of whitish granite, brought from the shores of the Merrimac River, being found in abundance at different places, from Chelmsford to Concord, N. H. It is transported to Boston by the Middlesex Canal, and is not only beautiful and lasting, but obtained at a moderate price.

THE NEW MARKET

is constructed of this material, and is of the following dimensions: a centre building $74\frac{1}{2}$ feet by 55, with wings, extending in all 536 feet, with a fine façade at each end, with granite columns of single pieces, 21 feet high, and weighing, each, 14 or 15 tons; a row of granite buildings on each side, 4 stories high, for stores, more than 500 feet.

THE COMMON

is a fine piece of ground, on the south-western side of the city, and one of its greatest ornaments. The surface is agreeably varied by a few gentle undulations, and it is decorated by rows of handsome dwelling houses on two sides, while on the third, it is bounded by the bay of Charles's River, and affords an extensive view in that direction, embracing a tract of cultivated hilly country. A range of buildings near the south end of the Common, bears the name of Colonnade Row, in consequence of their being all alike furnished with white columns.

THE STATE HOUSE

is the principal object seen in approaching the city, and stands on a considerable eminence at the north side of

the Common. It has a double range of columns in front of the main building, and a large dome on the top, to which a somewhat intricate stair-case leads, affording the most extensive view of Boston and the surrounding country which is to be found. The hills at Dorchester, Roxbury, Brighton, Cambridge, Charlestown, &c. together with the numerous islands, which protect the harbour, form an amphitheatre, very regular and beautiful; and the villages which are seen in every direction, almost entirely line their shores. The mingling of land and water in this scene is very fine; and it is easy, at a glance, to comprehend the plan of the various measures, adopted during the Revolutionary war, for the defence and the capture of the place.

Gen. Gage, in 1775, ran a breast work across Roxbury neck, which is very narrow, in order to command the only land communication with the neighbouring country, and then continued those acts of oppression upon the people, which exasperated the colonies so much against him. Contributions were sent in for their relief from all parts of the colonies.

On the 17th of June, 1775, while the forces which had repaired to this threatened scene, had their head quarters at Cambridge, a body of men, principally formed of detachments from Massachusetts and New-Hampshire regiments, having fortified themselves on Breed's Hill, (an inferior eminence behind Charlestown,) manfully disputed the ground with the British troops, sent over from Boston to occupy it. The loss was great on both sides, particularly on that of the assailants, who were driven back in three attacks. The boldness of these raw troops, and the success with which they so long withstood the charges of the regulars, was of the utmost use, by encouraging the country, and by convincing the English that they were fighting a powerful foe. The battle usually goes by the name of Bunker's Hill; but should, in strict propriety, be called after Breed's Hill, as the latter is a distinct eminence, although, perhaps, a spur from the former.

The British landed near a point, just beyond where the navy yard is now seen; and the American defences consisted of a small earth redoubt on the top of Breed's Hill, and a double rail fence, stuffed with new hay, extending from it

to the water. Some remains of these works are still to be traced. A British sloop of war, lay, during the action, in Mystic River, beyond the navy yard, and kept up a cross fire upon the low neck, which connects the peninsula of Charlestown with the main land.

The 17th of June, 1825, the fiftieth anniversary of this battle, was commemorated with very appropriate ceremonies ; and the corner stone of a monument was laid in an angle of the old redoubt, on Breed's Hill, with Masonic ceremonies. A large number of Revolutionary officers and soldiers assembled ; and the monument is to be erected at the expense of private contributions.

After the battle of Bunker's hill, the Continental troops were drawn in a more complete line around the town of Boston ; and numerous entrenchments may still be traced out on most of the hills in the vicinity ; but it was not till Gen. Washington succeeded in occupying Dorchester Heights, which command the harbour and town from the south-east, that the British forces embarked in their ships, and evacuated the place.

DORCHESTER HEIGHTS were occupied on the night of March 4, 1776. Eight hundred men formed the van ; then followed carriages, and 1200 pioneers under Gen. Thomas, 300 carts of fascines and gabions, and guns in the rear. Two forts were formed by 10 at night, one towards the city, and the other towards Castle Island. Preparations were made for an attack by the British, and for defence by the Americans ; but the weather prevented the designs of the former, who consisted of 10,000, and they embarked for New-York. The town was pillaged, and 1500 loyalists removed. It was evacuated and possessed, March 17, ammunition, &c. being left by the British.

BRIDGES. Some of the most striking objects in the neighbourhood of Boston, are the bridges which lead from it to various points. There are no less than five principal ones, beside several branches. The expense at which they have been constructed and are kept in repair, is very great, and they furnish great facilities for strangers desirous of making excursions to the surrounding country.

VILLAGES. The vicinity of Boston presents a succession of villages, probably not to be paralleled for beauty in the United States. They are generally the residence of a

number of the most opulent citizens, during the pleasant seasons, and many of the buildings are fine and expensive. The grounds are also frequently laid out with great taste, and highly cultivated ; so that no stranger, who has leisure, should fail to take a circuit through them, at least for a few miles.

NAHANT,

14 miles. This is a very pleasant and fashionable resort, during the warm months : being a fine situation, open to the sea, of easy access by land or water, and furnished with several houses for the accommodation of visitors, particularly the large hotel. A steam boat runs thither in the summer, and there is a fine road which passes round the bay through the shoe-making town of Lynn, along Lynn beach, and then turns off to the promontory of Nahant, which is a point of rough rocks of considerable elevation. You may cross Charlestown bridge, and visit Bunker's Hill at setting out.

The passage in the steam boat affords a fine view of Boston bay, with the city ; Dorchester Heights on the south, Bunker, and Breed's Hill on the north-west, and many other interesting objects. Among the islands which form the defence of the harbour, is that which contains Castle Williams, and one or two other fortified ones ; Rainsford Island with the Marine Hospital, part of it quite elevated, but containing only a few acres. Salt is made in Boston Bay, and wind mills are sometimes used to pump the water.

The ground near the hotel at Nahant, has been laid out and ornamented with as much taste as the exposure of the situation will permit. The cupola on the top commands a fine water scene ; and, during a strong wind from the sea, the waves are high and magnificent, breaking wildly against the rocks. There is a very ornamental little building, in the Grecian style, which contains billiard rooms.

The BATHS are at a little distance from the hotel, and quite commodious, furnishing one of the chief attractions of the place.

The SIREN'S GROTTO is a remarkable cavity in the rocks, about a quarter of a mile from the hotel, which

has been curiously worn out by the waves ; and there are several other caverns of similar character, produced in the course of ages, by the constant attrition of the water. The rude shores and the smooth beach can be best examined at low tide ; but those who are fond of sublime scenes, should omit no opportunity to visit them when the wind is high, particularly in a moonlight night.

ROUTES FROM BOSTON.

Coaches go in so many directions, that a choice may be made between a great many, all of them pleasant ; in setting out for a tour to the westward, or towards the city of New-York.

In the first place, the noble scenery of the *White Hills* may be taken in the way to Lake Champlain, Canada, the Springs, or Niagara ; or in making the more circumscribed route of Connecticut River. Next, those who choose a more direct way, may avail themselves of the road through Concord, Plymouth, and Haverhill ; or Concord and Haverhill ; or Concord, Keene, and Windsor ; or its branches to Charlestown or Walpole. The last is now much travelled, as it is one of the shortest routes between Boston and the Springs, and leads through a number of interesting places. Beside these, are the roads to Albany or the Springs, through the following different places : Brattleborough, Bloody Brook, Greenfield, Northampton, (and New Lebanon ;) Springfield and Hartford. Of these different routes, it is difficult to make choice of any one to recommend in general. Many may have particular objects in view, and some will have less time at their disposal. To strangers, however, it will be proper to remark once more, that the route of Connecticut River presents at once a scene of fertility, population, good habits, and intelligence, on the whole, superior to any other tract of country, of equal extent, in the United States ; with correspondent accommodations for travellers. The scenery is rich and varying, and cannot fail to please, wherever it is seen ; but those who can first pass through the Notch in the White Mountains, will find its beauties greatly enhanced by the contrast. At Hadley and Northampton, is the most beautiful part of the whole river ; and for the

other routes, we can only refer to the Index for the descriptions of the principal towns through which they pass.

East of Boston, the country is of a different, and too often of a contrary character, presenting few objects of importance, except the sea ports through which the road passes.

For the *Steam Boats to Maine and New-Brunswick*, See Index.

THE ROAD TO PORTLAND and through the most populous part of the state of Maine will be given ; but being of less interest to most travellers from this city, will be placed at the end of the volume, while we turn our attention to the principal routes leading west and north from Boston.

TO ALBANY THROUGH WORCESTER, NORTHAMPTON, AND LEBANON SPRINGS.

WATERTOWN, like almost all the villages in the vicinity of Boston, presents many neat country seats, and an aspect of rural beauty and fertility.

FRAMINGHAM. Here is a large and well kept hotel, where the stage coaches stop, and is a place of great resort.

WORCESTER. (*See page 247.*)

LEICESTER.

SPENCER.

BROOKFIELD. This was one of the towns earliest settled in this part of the country, dating so far before Philip's War. The land was sold by the Indians to Thomas Cooper, for the settlers, Nov. 10, 1665 ; and for several years the only towns on the west were Hadley, Northampton, &c. while there was no white settlement between it and Canada. The stage coach passes over a long hill in West Brookfield, which commands an extensive prospect ; and this was the place where the settlement began. A few yards west of a white house on the north side of the road, was a house built for defence, and though of little strength was called the Fort. In August, 1675, when the Indians had first begun to be troublesome in the south of New-England, this place was suddenly beset by several

hundred savages. The inhabitants had been imposed upon by the appearance of friendliness shown by the Hassenemesit Indians, and on their way to their fort, a few miles distant, were ambushed and pursued, so that they barely escaped. The house in which they all assembled, was besieged, and was several times in imminent danger. On one occasion a cart loaded with hemp, &c. and set on fire, was pushed up to the house with long poles, when a sudden shower came up, in time to extinguish the flames. The fortunate arrival of Capt. Moseley, with a small troop of horsemen, delivered the inhabitants, and drove away the savages; but it is melancholy to reflect, that the General Court thought proper to censure that gallant officer, for neglecting their orders, although he had been diverted only by the distress of Brookfield. All the houses having been burnt, and the war soon beginning to rage with violence, the settlement was evacuated.

The old well still remains which belonged to the fort, or block house; and there is a rock in a wall, on the opposite side of the road, from behind which an Indian shot one of the men, who came out to draw water during the siege.

The present village is at the bottom of the hill, and is pleasantly situated, with several ponds in the neighbourhood, which, with the fish and fowl they furnished, were the principal attraction of the savages, who were very numerous in this tract of country. These ponds give rise to the Quabaug River, which, after a course of some miles, takes the name of Chicopee, and joins the Connecticut at Springfield. This is the stream which it is intended to connect with Boston Bay by a canal, and also by another with the Thames at Norwich, in Connecticut.

Four miles west of Brookfield you reach a height of land, which affords a varied and extensive view, with a succession of hilly country immediately around you.

WARE FACTORY VILLAGE

is situated in a little valley, with an excellent inn. The rocks and woods gave an air of wildness to the water fall, in their natural state, and the place is now quite pic-

turesque, when a rustic cottage, the residence of the agent, is taken into view.

Four years since there were only five buildings ; and now there are, a cotton factory, containing 2,000 spindles, and 56 looms ; another nearly finished, to contain 4,500 spindles, and 150 looms ; a third, of the size of the latter, commenced ; a flannel manufactory, in which are made 15 pieces per week ; fifteen edifices used as store, dye, wool houses, machine, blacksmiths', cabinet makers', and various other shops ; grist and saw mills, a furnace, thirty dwelling houses ; and other buildings erecting, making the whole number of structures fifty-eight.

BELCHERTOWN, 9 miles.

AMHERST, 7 miles. The shortest road to Northampton does not pass the *College*.

HADLEY, 5 miles.

TOUR TO THE WHITE MOUNTAINS.

From Boston.

The first day's journey is to *Concord* or *Dover*, both in New-Hampshire. The former route is recommended.

There are three roads to Concord, on all which there are stage coaches. (See "*Roads*," at the end of the volume.)

The first is through *Cambridge*, (where is *Harvard University*,) and *Lexington*.

The second is through *Charlestown*, and joins the other on the Merrimack.

The third is through *Andover* and *Haverhill*, (Mass.)

The distance is from 68 to 70 miles, and the fare \$3,50.

Besides these there is a boat on the *Middlesex Canal*, which leaves the upper locks in Charlestown, (2 miles from Boston,) three times a week, and goes to Chelmsford in about 9 hours : 28 miles, passage 75 cents. This mode is not particularly recommended.

Several places on these roads will be particularized.

LEXINGTON

is remarkable as the place where the first blood was shed in the revolutionary war. On the 19th of April, 1776, Gen. Gage sent a body of troops from Boston, to seize a powder house at Concord, belonging to the colony ; and the inhabitants were warned of his design, by an express despatched by the Hon. Joseph Warren. The militia were called out, but, the alarm subsiding, they were dismissed, with orders, however, to hold themselves in readiness. The enemy unexpectedly made their appearance at half past 4, coming on at quick step, within a mile and a quarter of the church. The alarm guns were fired, drums beat, and 50 or 60 militiamen assembled on the parade. The British brigade halted about 120 yards from the church to load, and then passing the east end of the building, discovered the Americans, who were ordered at the moment, by their commander, Capt. Parker, to "disperse, and take care of themselves," but "not to fire." As some of them

loitered, the British troops rushed towards them, huzzaging. Major Pitcairn fired a pistol at them, when about 30 yards distant, after they had been called "rebels," and ordered to lay down their arms and disperse. Another officer, who was within a few yards of them, then brandished his sword and ordered the troops to "fire," which was obeyed at the second order; and the fire being returned, was kept up on the dispersing men until they had all disappeared. Eight were killed and ten wounded. (Gen. Gage falsely stated that the British were first fired upon.)

After the regulars had fired a volley, from the green behind the church, and given three cheers, they proceeded to Concord. On their return, being hard pressed by sharp shooters, they burnt three houses, a shop, and a barn, killed three more men and wounded one.

ANDOVER

is a small village, situated on high ground, 20 miles from Boston, remarkable for the *Philips Academy and Theological Seminary*, which are three-fourths of a mile east from it, on the summit of the ascent. There are three large brick buildings, belonging to the Seminary, which make a conspicuous figure from different parts of the surrounding country, and command a view of great extent, bounded on the west by the Temple Hills in N. Hampshire, backed by the Monadnoc, about 60 miles off; and in the south by the Blue Hills. A little elevation near by affords a view of the Atlantic Ocean, from about Newburyport to Cape Ann, with part of Salem; and north-west is a distant peak, which is supposed to be Ascutney, in Vermont.

The academical buildings are distinguished by the names of Philips Hall, Bartlett Hall, and the Chapel. In the upper part of the latter is a library of 5 or 6000 volumes. The Professors' houses are opposite, with a spacious green intervening between the Seminary and the street; and there is also a large inn. The Academy and Seminary are not connected, although they are under the superintendence of the same board. The term of instruction in the latter embraces three years.

HAVERHILL

is a small town, but pleasantly situated, on the north bank of the Merrimac, the shores of which, for some distance below, present a beautiful and fertile slope to the water. A bridge crosses the river, with a roof to protect it from the weather.

CHELMSFORD

is one of the principal manufacturing places in the United States. The Merrimac Company for Printing Cotton Goods are building large manufactories. They are all to be of an equal size, like those already in operation, containing 3613 spindles each, with the machinery for preparing the cotton, and also for weaving and dressing the cloth. There is a large foundery near by, and two manufactories are to be built every season. About 2408 yards of cloth will be made every day, in each of the buildings.

More than 700 dozen of scythes were made at Farwell's manufactory in this town, in 1825.

NASHUA VILLAGE,

in Dunstable, 33 miles from Concord. The fall in the Nashua River is 65 feet, and the power equal to about 65,000 spindles. Here are some astonishing improvements. In 1825 there were two great manufactories, each 155 feet by 48, one for cotton and the other for woollen, with a dye house 150 by 48, a wood house and machine shop 250 by 30, &c. The buildings for the work people form small and regular villages.

DOVER.

This is one of the principal towns in the state, and contains several manufactories, although the supply of water is by no means abundant at all seasons. In crossing the bridge there are seen three large manufactories, each about 200 feet in length; and the foundation of a fourth was laid in 1825, although the contracted space afforded on

the banks required the blasting out of a great quantity of rock for the foundation and sluiceways.

CONCORD

is the capital of New-Hampshire, and a very fine and flourishing town. It is much the largest the traveller will see before reaching the White Mountains, and for a great distance beyond them.

INNS. The two principal stage houses, just south of the state house, are large and commodious—that next the state house particularly recommended. There are several others above and below, though of much inferior pretensions.

The town is situated principally on one street, which is of a great length and very convenient breadth, with many respectable houses; and runs parallel with the Merrimac, which is at only a short distance on the east.

THE STATE HOUSE

occupies a conspicuous situation near the middle of the town, a little removed from the street, and surrounded by a handsome stone wall, enclosing an area. It is built of hewn granite from the quarry, and is a neat edifice, 100 feet long, with a large hall on the first floor, and on the second the Senate and Representatives' Chambers, with the committee rooms, state offices, &c. &c. The view from the top is extensive, but embraces a tract of country too little cultivated to be rich, and too unvaried to be picturesque. At the northward are seen two or three distinct peaks, which may serve as an earnest of the magnificent scenery to be presented to the traveller in that direction.

THE STATE PRISON

is built at a short distance from the State House, and bears a still greater appearance of solidity and strength.

There is an Academy in Concord, with several churches. No less than four newspapers are printed here, and gazettes from distant places may be found at the inns. Far-

mer & Moore's Gazetteer of New-Hampshire is the best companion for a traveller in this state.

From what may have been observed of the granite rocks along the road, the stranger must have admired their superior quality, and the freedom and precision of their fracture, wherever the wedge is judiciously applied. The fine blocks broken out of the old boulders, for the posts of fences, as well as for steps, mill stones, &c. must have shown the excellence of the granite of this part of the country. The same characteristics, in greater or less degrees, will be found to attend the whole of the granite range of the White Mountains, till its last appearance about Bath, on Connecticut River. It is uncommon, in this part of the country, to find a single rock formation extending such a distance without any interruption. To what different dates geologists may hereafter refer the coarsest varieties on Mount Washington, the disintegrating rocks of Red Mountain, the boulders of Winnipiseogee Lake, interspersed with their crystals of feldspar three or four inches in length, and the white, fine-grained granite of Concord and Chelmsford, it is not for the hasty traveller to inquire. Doubtless many interesting facts will be elucidated, when scientific men shall devote their researches to the subject, and trace the boulders along the Ammonoosuc and Winnipiseogee Lake, to the rocks and mountains from which some long past convulsion has torn them away.

THE MERRIMAC RIVER has been rendered navigable, by various improvements, from Concord to Chelmsford, where the Middlesex Canal opens a communication directly to Boston, 28 miles. In 1825 a plan was formed for extending the improvements, and to render the river navigable to Newburyport, on the coast, by making a canal round the falls, near Haverhill. The expense was estimated at \$200,000, and it is believed that the sale of water privileges would repay a large part of the sum.

A direct water communication is kept up between this river and Boston, through the Middlesex Canal, by means of boats, which carry merchandise down for \$5 a ton, and bring it up for \$7.

ROADS.

Several lines of stage coaches meet in this town three times a week. Three go to Boston, one to Portsmouth, one to Plymouth, one to Haverhill, and one to Burlington, by the way of Windsor. Another line has been established between this place and Conway, on the road to the *Notch in the Mountains*.

[From Plymouth a stage wagon goes through Franconia Notch to Littleton. The road follows the Pemigewasset, through fine, magnificent scenery. The country, however, is almost uninhabited until reaching Franconia, where are iron works, and a curious profile on a mountain, called the Old Man of the Mountain. There is an excellent inn at Littleton: the new brick one. The place is about 40 miles from Plymouth.]

[Two routes have been proposed for connecting the Merrimac and Connecticut: 1st, by Baker's River to Wentworth; and 2d, by way of Sunapee Lake, 810 feet above the Connecticut, and 858 above the Merrimac at Concord.]

There is a road on each side of the lake towards Conway, but that on the west is recommended. At all events the traveller should spend a day at Centre Harbour, to which the road is pleasant and the country agreeable, although there are but few villages on the way.

For some miles before reaching that place, the country begins to assume the features of bold and mountain scenery. Even before arriving at the lake, the prospect is varied with many of those noble elevations which rise to such a height of grandeur and sublimity as the traveller proceeds; and the frequent glimpses afforded between the sloping hills, over the beautiful lake below, by a happy contrast increase the effect.

WINNIPISEOGEE LAKE.

The number and diversity of the islands with which the lake is spangled, will be objects of particular admiration. They are countless for multitude, and in size present all

the gradations between a single rock and a surface sufficient for several extensive farms.

CENTRE HARBOUR.

There are two inns here, at either of which the traveller may find himself comfortable, and where he will be amply rewarded, if the weather be fine, by stopping at least a day to make an excursion to the top of

RED MOUNTAIN.

This eminence may be about 1500 feet in height, and is accessible for about two-thirds of the way in a carriage or on horseback, though not without some difficulty, on account of the steepness and roughness of the road. Indeed the path is very rocky for half a mile or more before reaching the base of the mountain, and the hardy pedestrian will prefer to leave his horse at the main road, before turning off by the mill. The traveller should direct his course towards a little notch he will see about three-quarters of the distance up, where a cultivated field and a fence are visible. From the house situated there, he must turn towards the left, and follow a path to the summit.

An early visit is recommended, as the scene is much improved by an oblique light, and the morning is on several accounts to be preferred.

The following sketch of the scene was noted down on the spot, and may be taken as generally correct.

VIEW FROM RED MOUNTAIN.

North, the eastern end of Squam Lake, and part of a pond lying near it, with the range of the Sandwich Mountains behind, stretching off towards the east, with numerous dark brown peaks, partly cultivated about their bases, and enveloped above with forests, excepting their summits, which are generally divested of verdure. Far beyond these appear several loftier peaks, which might be mistaken for the White Mountains, were they visible

from this point. An intermediate peak with rocky precipices may be *White-faced Mountain*.

East-North-East. The eye ranges up the spacious valley through which lies the way to the White Mountains; and the road which is to conduct the traveller seems diminished to the dimensions of a garden walk. *Chocaway*, or, as it is familiarly called, *Corroway Peak*, rises on the left; while the noble ridge of the *Ossipee Mountains* begins nearer at hand on the right, and almost overshadows the observer with its enormous size. The sides of these mountains show a beautiful display of farms, interspersed with wood lots and dwellings, which in many places have encroached far towards the summits, and in others pursue the slope of the fertile uplands to the valley at their feet. Numerous elevations appear at a greater distance, and range themselves in lines to complete the perspective of a most magnificent vista, which finally closes at a ridge, whose shade is reduced by its remoteness to the colour of a cloud. A prominent and remarkable mountain, which appears scarcely less distant, is called *Pickwaket Mountain*, and rises by the Saco River, near the place where Captain Lovell fought his well-known battle with the Indians; and the fine valley between is the country passed over in that fatal expedition, both in the approach and the retreat.

East. The view abuts upon the *Ossipee Mountains*, and no variety is afforded till we turn to the

South-South-East. In that direction, and farther to the right, the whole surface of *Winnipiseogee Lake* lies charmingly spread out to view, varied by numerous points and headlands, and interspersed with beautiful islands which man despairs to number. Several distant elevations appear, on this side of which the sloping land just mentioned extends for several miles along the shore, with a well-cultivated surface spotted in all directions with large barns and farm houses, to the very margin of the lake. There numerous points run out far into the water, to complete the labyrinths formed by the islands. *Gunstock Mountain* rises one point east of south, just on the left of which opens the entrance to *Merry-meeting Bay*. The elevated island on the right of that is *Rattlesnake Island*, named from the venomous reptiles with which it

abounds ; over this the distant land appears high. South by west rises a high hill resembling the Ossipee in the richness of its slopes.

The *South-West and West* is agreeably varied with wood lots and cleared fields, scattered over an undulated surface, which extends for many miles, in some places quite to the horizon, and in others to the broken boundary of tall but distant mountains. In the south-west appear two or three peaks, so far removed that they are almost lost in the blue of the sky. Nearly west are seen several ridges of inferior magnitude, which, approaching as the eye slowly moves towards the left, at length come near the lake, and disappear behind the neighbouring mountains.

Long Pond may be distinguished by its shining surface between the west and south, with several other little sheets of water which lie in tranquillity among the shelter of the hills.

Winnipiseogee Lake is 19 miles in length, from Centre Harbour to Alton, at the south-eastern extremity. Merry-meeting Bay lies beyond. Several of the islands are large, and contain good farms and wealthy inhabitants, although only two or three of them belong to any town, or pay any taxes. Some of their names are Rattlesnake, Cow, Bear, and Moon Island ; also, Half Mile, One Mile, Two Mile Island, &c. &c. None of them contain churches ; and although they have no school houses, yet sufficient attention is paid to the rudiments of education to render the children intelligent.*

* WINNIPISEOGEE LAKE, according to surveys made by Mr. Baldwin in 1825, is 501 feet above the ocean. It has been proposed to begin this year a canal from Merry-meeting River, at the south end, to Dover, a distance of 28 miles, and to continue the navigation through this lake, and Long, Square, and Little Squaw Lakes, to Merrimac River, making in all a distance of 65 miles. It will be necessary to raise the lake two feet by a dam at the outlet, and to cut to the depth of about 17 feet for 7 miles. The estimates have been made for a canal of these dimensions : 25 feet wide at the bottom, 4 feet of water, with stone locks 12 feet in the clear and 82 feet long. It will require 60 locks, which will cost \$5,500 each, and the cost

SQUAM LAKE

lies west from Red Mountain, and like Winnipiseogee Lake, abounds not only in islands, but in fish of the finest descriptions. Fine trout are caught here in great abundance, and of a size superior to those of the other lake. The trout of Winnipiseogee Lake vary from 1 to 4 pounds in weight, while those of Squam Lake are between 4 and 10. They are sometimes caught of nearly double that size; but that is very uncommon. The trout fishery is chiefly carried on during the winter, when great quantities are salted for the Boston market. Perch also abound very much in these waters, and are remarkably fine.

GEOLOGY.

The sides of Red Mountain are covered with half decomposed granite. (On the south-eastern side of the lake a bed of porcelain clay has been discovered, which is probably derived from a similar source.) The granite is speckled with hornblende and black mica. No rocks to be seen *in situ* except near the summit, where they bear a gentle dip towards the north, and are slightly tinged with reddish quartz and feldspar.

The hue of the shrubbery in autumn has given the mountain its name. The summit is strewn with loose fragments; and musquetoës and *black flies* often abound there.

A few days may be spent at Centre Harbour very agreeably, in making shooting and fishing excursions in the neighbourhood, or in sailing upon the lake, which abounds in the most interesting variety of scenes. On leaving this place by water, at the distance of five miles the

from the lake to Dover is computed at \$590,982. If continued through the lakes to Merrimac River, to meet a canal from Baker's River, the expense would be increased to about \$731,478. At that point, the distance from the Connecticut by Baker's River, is 34 miles. The facilities these works would afford for manufacturing would be very valuable, but the number of locks will be a great objection.

White Mountains rise into view above the intermediate peaks, and continue in sight quite across the lake.

A few deer are still found in some places in the neighbourhood, but being protected by law, and still more by their scarcity, are very rarely taken.

FROM CENTRE HARBOUR TO CONWAY,
18 miles.

Proceeding north-east from Centre Harbour, you enter the valley between the two chains of mountains seen from the top of Red Hill. The surface is irregular, and much of the land uncleared ; but settlements have extended far up the sides of some of the mountains, and farms are occasionally discovered quite at the top. The features of the scenery are bold and striking.

EATON MEETING HOUSE. Two miles northwardly from this, *Ossipee Lake* may be seen by leaving the road ; but it has nothing very interesting in its appearance.

CONWAY.

At Conway, there is a house kept by Mr. Abbett, at the dividing of the roads, which is comfortable, although heretofore without a tavern sign. The view of the White Mountains is very fine from this place, presenting a succession of lofty ridges, the most distant of which are the peaks of Mounts *Washington*, *Adams*, *Jefferson*, *Madison*, *Monroe*, and *Quincy*. The most prominent elevation on the right, with two summits, is *Kearsearge*, or *Pickwaket* : a level meadow lies in the foreground, with an isolated, woody hill in the middle, and the *Saco River*, which rises on Mount *Washington*, and flows down a narrow valley, with many meanderings.

The shortest road from Conway to the mountains leads directly to *Bartlett* : but the most travelled as well as the most agreeable route is by the way of *Fryeburgh*, where will be seen the beautiful tract of level country through which meanders the *Saco River* ; and the great *Pickwaket Mountain*, which rises from its border. That was the beautiful and favourite residence of the nation of *Pick-*

waket Indians, and on the bank of Lovel's Pond was fought a bloody battle between them and a company of troops from Massachusetts, in the year 1725, just a century ago.

[It is probable that a road will soon be made round the north end of the White Mountains, through the town of Adams, to avoid the Notch. The land is level in that direction, along the course of the Androscoggin, and the distance to Lancaster nearly the same. Whenever it shall be completed, it will offer a very agreeable route to the traveller, with fine views, but not so wild as those on the present route.]

THE CHALYBEATE SPRING.

Turn off from the road to the west about 2 miles north of Abbett's, ford the Saco, and enter a field, where it is found. A house is kept in the neighbourhood by Mrs. *McMillan*, which has been lately overflowing with visitors during the warm season. The country abounds in scenes attractive to persons of taste. A little church is situated in a secluded and romantic valley; and the place is probably destined for a fashionable resort.

The place is off the road, and often missed. It is in a valley, with mountains on every side except the south-east. From near the church, the White Mountains are in sight. Two or three miles above, the Saco valley bends to the left, and Ellis's River comes down a narrower one in front. Up the course of this stream was formerly a route by which the highest peaks were ascended. A foot path leaves it in Adams, and goes on to Shelburne, &c. It is 7 miles to Hall's, in Bartlett.

FRYEBURGH.

The situation of this place is no less singular than delightful; and there are some interesting circumstances connected with its history which greatly enhance the effect of the natural scenery. The township of Fryeburgh, in its extent of six square miles, embraces a rich and beautiful valley, secluded on every side by a wild and mountainous range of country, as it is almost surrounded

by spurs of the White Hills, whose proximity seems from some points of view hardly to permit the passage of the narrow stream of the Saco. The river, taking its rise on Mount Washington, and flowing through the Notch in the White Hills, passes down the valley to Conway, where it finds the termination of the southern range; and then turning abruptly to the east, soon enters the charming meadows of Fryeburgh, and performs a serpentine course of no less than 36 miles within the limits of the township. The village is neat, and contains several very handsome houses, with an academy, &c.

THE INDIAN FORT was on a gentle hill at the western side of the village, which commands a view of the Saco valley six miles up its course, and six miles down. It was the favourite resort of the Pickwaket Indians, which, in the beginning of the last century, committed depredations and atrocities upon the frontiers of New-Hampshire, then a part of Massachusetts. The meadows here at that period abounded in game of all sorts: for connected with the river are numerous ponds or lakes, from 1 to 7 miles in length, and some of them 2 in breadth, which were well stocked with fish and water fowl, as the shores were with birds and beasts, even to the moose and buffalo. It is confidently asserted, that the river, with the ponds and their outlets, afforded a canoe navigation of 100 miles or more in extent, between the entrance of the Saco into the township and its departure, although those two points are only 2 miles apart. The channel of this river has been shortened 19 miles by cutting through a narrow ridge of land during a high flood about 20 years ago.

LOVEL'S POND

is on the isthmus, about 1 mile south-east from the village, and is memorable as the scene of one of the most severe and disastrous battles in the old partizan warfare against the Indians.

The Portland Road passes along the western side of the pond, and at present affords a view of it only from that part of the high ground which is near its north end. This, however, was the place of the action. Another

road runs very near the north shore ; and it is a pleasant ride to the place.

LOVEL'S EXPEDITION.

In 1725, Captain Lovel was induced to undertake a secret expedition through the wilderness against the Pickwaket tribe of Indians, who, instigated by the French, had committed many depredations on the frontier, so that the general court of Massachusetts had offered 100 pounds each for their scalps. His company consisted of 30 or 40 men, many of them accustomed to the life of hardy hunters and settlers, with young Mr. Frye for their chaplain, whose history was somewhat romantic, and from whom this town received its name.

They passed up Winnipiseogee Lake, then to Ossipee Pond, where they built a block house, and placed their stores ; then following up the course of the Saco, encamped at the mouth of Mill Brook, at the north-west corner of Lovel's Pond, on the night preceding the battle, intending to cross the isthmus, (which is reduced by the pond to the breadth of $1\frac{1}{2}$ miles,) and fall upon the Indian Fort. It happened, however, that the Indians had gone down the Saco River, having, as is conjectured, some suspicion of a hostile design ; and on their return, discovering tracks, pursued them towards Lovel's Pond.

The white men, without knowing the enemy were behind them, were attending morning prayers, when they heard a gun fired by a solitary Indian on the opposite side of the Pond, who had left the fort, and was shooting ducks. They might have marched on and taken the fort ; but supposing this to be a signal of their discovery, they went a little way, and depositing their packs, soon after discovered the Indian, and mortally wounded him. He had two ducks in his hand, and two fowling pieces, one of which being still loaded, he levelled at Lovel, and shot him.

The party now perceived that the Indian was alone, and returned ; but the great body of Indians having discovered the encampment, and the way they had gone, removed their packs, and forming an ambush around the place, fired upon them on their return, and killed eight

men. The ground was an open pine plain, with occasionally a few shrubs and oaks, much as it is at present. The white men retreated. At the north-east corner of the pond, is a narrow strip of land, bounded by a swamp on the north, the mouth of Fight Brook on the east, and the water on the south: the brook and swamp were at that time full, and impassable. Here they took position behind scattering trees, and defended themselves till night. The Indians wounded a few, but dared not come upon the neck, only shooting from behind trees on three sides of them.

Chamberlain, a man of great vigour, courage, and experience in Indian manners, took the command after the loss of Lovel; and by his exertions, probably, saved all who finally escaped. Seeing that the Indians annoyed them from a little rocky projection on the shore west of their position, he approached with another among the rocks, and drove them back. Afterwards, while washing his gun on the margin, he discovered Paugus, the Indian chief, employed in the same manner on the shore west of him, on the other side of a little bay. Having hunted together, they were personally acquainted; and on a proposition being made, it was agreed to exchange shots. Both loaded as expeditiously as possible; but Chamberlain, having a gun with a large priming hole, merely poured in his powder, dropped in the ball, and knocking the butt on the ground to fill the pan, fired just as Paugus was bringing his piece to his eye, and shot him through. The Indian sprung to a great height from the ground as he received the fatal ball, and his gun fired in the air as he fell dead on the beach.

The Indians retired on the loss of their chief; but Chamberlain soon learnt from their yelling in the woods, that they were preparing another warrior to succeed him in authority. Cautiously approaching them through the darkness of the evening, he discovered the powaws, or priests, consecrating the chief elect; he shot him dead on the spot, while their hands were upon his head. This dispersed the Indians, and the remains of the unfortunate expedition returned through the forest, suffering from hunger and fatigue, and some of them from wounds. One of the first wounded escaped by getting into a canoe,

which was driven across the pond by a north wind ; but a fugitive, who reached the block house at Ossipee Lake, reported that the expedition had been entirely cut off, so that the garrison hastily removed the provisions, and thus increased the sufferings of the survivors.

In conformity with a very commendable custom lately introduced into this country, the centennial return of the day of this battle was celebrated at Fryeburgh in 1825. An old man, who had learnt many of the particulars from some of the members of the expedition, led the inhabitants and strangers assembled to the ground, and pointed out the spots where the circumstances occurred which he recounted.

The STAGE COACH from Conway to Portland passes through Fryeburgh early in the morning, one or perhaps more days in the week, and arrives at P. the same evening, by Hiram, Baldwin, Standish, and Gorham.

The coach to Concord goes through Conway.

[PARIS is a pleasant and flourishing town, about 35 miles east from Fryeburgh ; but the roads and the inns in that part of the country are generally poor.]

BARTLETT is a comfortable village, situated in a rich valley, or interval, of about 300 acres, where the view is bounded on every side by near and lofty mountains. The inn of the place is kept by ' Judge Hall.' There is another interval among the mountains westward, which, although it contains as much good cleared land, has been converted into a common, in consequence of the difficulty of making a good road to it. Pursuing still the course of the narrow valley, against the current of the Saco, the country is found uncleared, except two or three pretty little meadows ; and destitute of inhabitants, excepting only three or four poor families, until arriving at

CRAWFORD'S FARM,

seven and a half miles south of the Notch. Here the traveller will be cheerfully and comfortably entertained, although the house does not wear the sign of an inn. This is the place from which visitors formerly began their excursions to the summit of the mountains : but the best place is at *Ethan A. Crawford's farm*, 12 miles beyond.

Since this brief description of this romantic region was written, a tremendous catastrophe has occurred among the White Mountains. In the summer of 1826, a storm of rain, unprecedented within the memory of the oldest inhabitants, deluged the principal peaks of the mountains, and poured such an inundation upon the valleys and plains below, that it is commonly attributed to the "bursting of a cloud;" although that expression is a very ill-defined one. The effects produced by the flood will remain for centuries; and as many of these lie exposed to the eye, the route will offer many new objects interesting to an intelligent traveller. It will afford him a very desirable opportunity to observe, in some places, the structure of the mountains, where their interior has been laid bare by the falling of vast quantities of earth and rocks; and in others, exemplifications to confirm the modern geognostical theories, to explain the phenomena observable in valleys, plains, and the courses of rivers. Geologists, and mineralogists too, may expect to meet with curious and valuable specimens, among the enormous wrecks they will observe on either hand.

The inundation was so great and so sudden, that the channels of the streams were totally insufficient to admit of the passage of the water, which consequently overflowed the little level valleys at the feet of the mountains. Innumerable torrents immediately formed on all sides; and such deep trenches were cut by the rushing water, that vast bodies of earth and stones fell from the mountains, bearing with them the forests that had covered them for ages. Some of these "slides," as they are here

popularly denominated, (known among the Alps as "*avalanches de terre*,") are supposed to have been half a mile in breadth, and more than a mile in length. Scarcely any natural occurrence can be imagined more sublime ; and among the devastation which it has left to testify the power of the elements, the traveller will be filled with awe at the thought of that Being by whom they are controlled and directed.

The streams brought away with them immense quantities of earth and sand, which the turbid water deposited, when any obstacle threw it back, in temporary ponds and lakes. The forest trees were also floated down, and may now be observed in great numbers, frequently several miles from the places where they were rooted up. The timber was often marked with deep grooves and trenches, made by the rocks which passed over them during their descent from the mountains ; and great heaps of trees are deposited in some places, while in others, the soil of the little meadows is buried with earth, sand, or rocks, to the depth of several feet.

The turnpike road leading through this romantic country, was twenty miles in length, but was almost entirely destroyed. Twenty-one of the twenty-three bridges upon it were demolished ; one of them, built with stone, cost \$1000. In some places, the Saco river ran along the road, and cut down deep channels.

The *Notch House*, (which is represented in the frontes-piece,) was the scene of a most melancholy tragedy on the night above mentioned, when this inundation occurred. Several days previously a large "slide" came down

from the mountains behind it, and passed so near as to cause great alarm, without any injury to the inmates. The house was occupied by Mr. Calvin Willey, whose wife was a young woman of a very interesting character, and of an education not to be looked for in so wild a region. They had a number of young children, and their family at the time included several other persons, amounting in all to eleven. They were waked in the night by the noise of the storm, or more probably, by the second descent of avalanches from the neighbouring mountains; and fled in their night clothes from the house to seek their safety, but thus threw themselves in the way of destruction. Nothing was found of them for some time: their clothes were lying at their bedsides, the house had been started on its foundation, by an immense heap of earth and timber, which had slid down and stopped as soon as it touched it; and they had all been crushed on leaving the door, or borne away with the water that overflowed the meadow. The bodies of several of them were never found. A catastrophe so melancholy, and at the same time so singular in its circumstances, has hardly ever occurred. It will always furnish the traveller with a melancholy subject of reflection.

There is a place near the *Notch*, where the road suffered severe injury. It had been built up against the side of a mountain, on a wall 40 or 50 feet high, and about 30 yards in extent, at the expense of \$500. This whole fabric was swept away by a mass of earth, rocks, and trees, which came from half a mile up the side of the mountain, and, rushing down at an angle of about 45° ,

precipitated itself into the bed of the Saco, which is nearly 300 feet below.

In repairing this road, the workmen had great difficulty in getting to their different sections over the obstructions. They expected to find but little daylight at that late season of the year; but they found that the summits of the mountains received very early intelligence of morning, and the snows reflected it into the valleys and ravines.

The road through the Notch of the White Mountains has been repaired; the Willey, or Notch House, rebuilt, and supplied with provisions. A line of stage coaches was expected to run this way, in the summer of 1827, from Portland to Burlington, through Montpelier.

The road round the mountains, through Adams, is also opened, joining the Notch road at Conway; a road through Shelburne, Gilead, Bethel, Albany, Waterford, and Bridgetown; and another from Bethel to Norway through Greenwood.

The Franconia Notch road has also been finished; and the distance from Portland to Connecticut river is nearly the same by these five routes.

Winnipiseogee Lake. (See page 300.) It is intended to run a small steam-boat on this delightful lake for towing boats, and with accommodations for passengers. An excursion in it will be very pleasant.

Prospect Mountain, one of the principal peaks, presents itself to view a little before arriving at the first Crawford's, with its smooth rounded summit of brown moss, rising several hundred feet above the region of vegetation, and offering an aspect which distinguishes these from the other elevations.

The climate in this narrow valley is still so warm as to favour the growth of various trees which are scarcely to be found a few miles further north. The forests are here formed of spruce, ash, beech, maple, sugar maple, &c. Mr. Crawford has about 100 acres cleared, and raises Indian corn very well, which will not come to maturity beyond. His orchard contains 700 apple trees.

This is one of the principal stopping places for the sleighs, which pass the mountains in great numbers during the winter, for Portland, Boston, &c. There are sometimes 80 horses in the barn.

THE NOTCH HOUSE

is situated in a secluded little valley, about 5 miles north of Crawford's, and is the only building seen in a distance of 12 miles. It is, however, never inhabited during the summer season, though open, with its cheerless shelter, to all comers: in the winter a family occupies it to keep a fire, lodgings, and a little food, provided for the travellers and wagoners, who might otherwise perish for want of the necessaries of life.

The climate is so cold, that the land is not worth cultivating; and although the place has been occupied by several tenants, no one will keep the house in repair, even rent free. There are no good uplands, the soil there being all gravel; and the climate is sensibly colder than at the last stopping place.

The road rises with a steep ascent for a considerable distance before it reaches the Notch, and the traveller observes two cataracts, one pouring down a precipitous mountain, at a distance on the west side of the valley, and the other, which is called

THE FLUME,

rushing down on the right hand, and crossing the road under a bridge. The scenery is sublime and impressive beyond description.

THE NOTCH

is so narrow as to allow only room enough for the path and the Saco, which is here a mere brook only four feet in breadth. It is remarkable that the Saco and the Ammonoosuc spring from fountains on Mount Washington, within, perhaps, 60 yards of each other, though the former empties into the Atlantic, and the latter joins Connecticut River. Another branch of the Ammonoosuc approaches the Saco in one place, within about 600 yards. They are both crossed beyond the Notch. The head waters of the Merrimac rise within about a mile and a half of this place; and run down a long ravine, little less remarkable than that of the Saco.

Two rocks stand at the sides of this remarkable passage, one 20, and the other about 30 feet, in perpendicular height. They are about 20 feet asunder, at 6 or 7 yards from the north end; where they open to 30 feet. The part which appears to have been cut through is about 120 feet long. A little meadow opens beyond; and after a ride of $4\frac{1}{2}$ miles, the traveller reaches a comfortable house, just completed by Mr. E. A. Crawford, where he will be received and entertained.

A road was first made through the Notch in 1785. It was 50 or 60 feet higher than the present turnpike, and so steep that it was necessary to draw horses and wagons up with ropes. The assessment for the turnpike was made in 1806.

ETHAN CRAWFORD'S HOUSE

is the place where those who meditate the ascent of Mount Washington, will stop for a day or more. The master of the house will act as a guide, and is well qualified for the office, both by his intimate acquaintance with the way, and the various kind attentions and amusing

anecdotes with which he knows how to relieve the tediousness of the ascent. The best arrangement is to set out in the afternoon, spend the night at the weekwam or "*Camp*," ascend the mountain early in the morning, to have the benefit of the view by sun rise, and return to Crawford's before the ensuing evening.

MOUNT WASHINGTON.

The ascent of the mountain was formerly a most arduous undertaking, and was very rarely performed, though three ladies have lately been enumerated among those who gained the summit. The whole way lies through a perfect forest. A foot path has been made by Mr. Crawford, which, however, is impassable for a horse. The first seven miles are over a surface comparatively level; but the last two miles and a quarter are up an ascent not differing much from an angle of forty-five degrees.

The time to perform the different parts of this excursion may be estimated as follows :

	<i>hours.</i>
From Crawford's to the Camp,.....	6 $\frac{3}{4}$ m. 3
Thence to the summit, 2 miles and 93 rods,	2 or 2 $\frac{1}{2}$
Returning from summit to Camp,	1 $\frac{1}{2}$
Thence to Crawford's,.....	2 $\frac{1}{2}$

The streams of the Ammonoosuc River, which are to be crossed seven times, add not a little to the inconveniences of the journey ; but a comfortable bed, and a fire, (if the weather be chill,) will be found very welcome at

THE CAMP,

6 $\frac{3}{4}$ miles from Crawford's. Here provisions of different kinds will be produced, and even cooked by a cheerful fire ; and if the travellers are sportsmen, and the season is favourable, a dish of fine trout may soon be obtained from the romantic little stream which dashes by within twenty yards of the encampment.

The ascent of Mount Washington begins just at hand, and the most arduous exertion will be necessary to attain the summit, which seems to fly before the stranger when he deems it just attained, and to look down in derision

from a new and more hopeless height. The first part of the way is through a thick forest of heavy timber, which is suddenly succeeded by a girdle of dwarf and knarled fir-trees, 10 or 15 feet high, and 80 rods, or about 450 yards broad; which, ending as suddenly as they began, give place to a kind of short bushes, and finally a thin bed of moss, not half sufficient to conceal the immense granite rocks which deform the surface. For more than a mile, the surface is entirely destitute of trees. A few straggling spiders, and several species of little flowering plants are the only objects that attract the attention, under the feet.

The following heights are stated to be those of the different peaks, above the level of Connecticut River at Lancaster.

Washington,	5,350
Jefferson,	5,261
Adams,	5,383
Madison,	5,039
Monroe,	4,932
Quincy,	4,470

Mount Washington is believed to be more than 6400 feet above the ocean.

In a clear atmosphere the view is sublime, and almost boundless. The finest part of it lies towards the *south-east and south*. Looking down the valley, through which the road has conducted us, a fine succession of mountainous summits appear for many miles below the bright surface of Winnipiseogee Lake.

Towards the *south-east* also, the eye ranges over an extent of surface, which quite bewilders the mind. Mountains, hills, and valleys, farm houses, villages, and towns, add their variety to the natural features of the country; and the ocean may be discovered at the horizon with the help of a telescope, although the sharpest sight perhaps has never been able to distinguish it without such assistance. In that direction lies Portland, the capital of Maine; and nearer, Lovel's Pond.

On the *north-east* is seen the valley of the Androscoggin River, which abounds in wild and romantic scenery, and was the usual passage by which the Indians, in their hostile incursions from Canada, used to approach the eastern frontier settlements of Massachusetts and New-

Hampshire. Beyond, are the Ktardin Hills, near the extremity of Maine.

North, the country is more wild and uncultivated; and Umbagog Lake is seen, from which flows the Androscoggin.

West, the nearer view is over a mountainous region, covered with a thick forest, through which only an occasional opening is perceived, formed by the farms (or clearings) of the hardy inhabitants. Beyond, the hills are seen to rise from the opposite shore of Connecticut River, the surface of which is every where hidden from view, and the summits, rising higher and higher, terminate in the ridges of the Green Mountains in Vermont.

South-westerly is seen the Grand Monadnock.

The Indians knew the White Mountains by the name of Agiocochook, and regarded them as inaccessible, or at least represented them so to white men.

THE LAKE OF THE CLOUDS

is a little pond, near the summit of Mount Monroe, of beautiful clear water; and supplies the head stream of the Ammonoosuc River. This little current immediately begins its descent, and dashes in a headlong course of several thousand feet, into the valley near the encampment.

Geology.

Loose fragments of granite are every where scattered over the mountain, with some specimens of gneiss. The granite is generally gray, and at first fine grained, but grows coarser as we ascend, and is occasionally sprinkled with small garnets. At the summit it frequently contains a little black tourmaline, sometimes in crossing crystals. On the summit also, some of the granite is tinged with red, although much of it is coloured bright green by lichens, dampened by the humidity of the clouds, and interspersed with thick and soft gray moss. The grain of the coarse granite is elongated; and what strikes the visiter as very singular, is, that not a single rock is to be found in its original place—every thing bears the mark of removal; and this, taken into view with the precipice on

the northern side, seems to indicate that the summit of the mountain has fallen down and disappeared.

GENERAL REMARKS.

All travellers of taste and leisure will be desirous of spending some time among the impressive scenery of these stupendous mountains; and as the accommodations for strangers become enlarged and improved, the place cannot fail to attract great numbers of visitors.

Those who take delight in scenes of this description, always feel an additional gratification when they can reflect, that the mountains around them are the highest, and the region the most wild and uninhabited. In such reflections the traveller may indulge among the White Hills: for although the peaks of Ktardin, and Speckled Mountain, in Maine, have been, by some, compared with Mount Washington; it has been done on mere conjecture, and with little appearance of probability. The general belief now seems to be, that the lofty peak above us is the highest elevation in North America, except Mexico; although some of the Rocky Mountains are but little inferior. The inhospitable nature of the climate is such as to forbid all hopes of future improvement; so that the feeling of sublimity, produced by the lonely and desolate character of this desert region, is increased by the reflection, that it is destined to be a wilderness for ever.

The only places susceptible of cultivation in the heart of the mountains, are the little meadows inhabited by the Crawfords, and that at the "*Notch House*;" and there the interval of warm weather is so short in the year, that few vegetables can arrive at maturity, with all the rapidity of growth which distinguishes such cold regions. Indeed, the shortness and uncertainty of crops, with the expense of keeping stock, &c. would scarcely allow the farmer a support, without the advantages afforded by the thoroughfare which is particularly great during the winter season. Population, therefore, may extend to the borders of these regions, and increase, as it does, on every side; but it cannot pass the limit, because it cannot contend with their coldness and sterility.

To those who are fond of field sports, the forests and rivers afford every advantage, during the brief summer which visits the valleys. Various kinds of wild birds and game are to be found in the woods, beside the bears, wild cats, and deer. The moose and buffalo were formerly abundant among the mountains; and it is scarcely thirty years since they were killed in great numbers, merely for their hides and tallow; as the latter still are in the deserts beyond the Mississippi. Deer are common in the woods, and frequently are killed by the hunters. Sometimes they come boldly down into the little meadow before Crawford's house, and quietly graze with the cattle. The black bear are occasionally seen in the more unfrequented places; but they will always endeavour to avoid a man. A large species of deer, here known by the name of the Cariboo, has made its appearance in the White Mountains within a few years; but they are still very few in this part of the country.

The weather is liable to frequent changes in the mountainous region, which is partly owing to the vicinity of the *Notch*, through which the wind blows, almost without ceasing, even when the air is perfectly still at only a short distance from it. From the situation of the mountains, it is impossible that the direction of the wind should vary materially in the valley; and it is therefore, of course, always north or south. During the winter it is often very violent, so that not only the snow is prevented from lying on the path at the Notch; but the surface is swept of every thing that a strong wind can remove.

The summits of the mountains are frequently invested with mist, when the sky is clear; and those only who inhabit the vicinity, are able to tell whether the day is to be favourable for the ascent. The mists sometimes collect in the valleys, and then present some of the most singular and beautiful appearances.

Ethan Crawford's is $4\frac{1}{2}$ miles from the Notch, 12 from his father's: and on the other side, 6 from Rosebrook's.

ROADS. There are two roads hence, to *Connecticut River*; one over Cherry Mountain (quite laborious) to Lancaster; the other, shorter, through Breton Woods, Bethlehem, and Littleton, (rough and stony) to Bath, 34 miles. [See *Index*.]

TOUR OF MAINE.

A line of Steam Navigation was commenced in 1823, between Boston and Portland and Bath ; and extended in 1824, about 250 miles from Bath to Eastport in one direction, and about 40 miles to Augusta in another ; and in 1825, again about 70 miles from Eastport to St. John's, in New-Brunswick, by proprietors residing at Eastport ; and from St. John's up the River St. John's about 80 miles to Frederickton, by proprietors residing at St. John's ; and in another direction by the Eastport proprietors, from Eastport about 30 miles on the Schoodic to St. Andrew's and Calais. Two boats were afterwards put upon a line from Eastport to Annapolis and Windsor, in Nova Scotia. Another boat is to run from Eastport to Dennisville, a distance of 20 or 30 miles. The line before occupied, including all its collateral branches and ramifications, exceeds 500 miles, and is now about 700 miles.

It is proposed in Boston, to enlarge the canal across Cape Ann, to admit the steam boats, which will save 15 miles, and give an opportunity to communicate, directly or by smaller boats, with Gloucester, Newburyport, Portsmouth, Dover, and Kennebunk.

The boats go about 100 miles a day, and pass so near the shore as to afford many interesting views of the numerous islands, points, and bays, which abound along the coast. In 1825, the steam brig New-York was on this line, and the price was, from Boston to Portland, \$5 ; thence to Eastport, \$6, with a deduction for forward passengers.

There are coaches going to Salem every hour in the morning and forenoon ; and it may, perhaps, be convenient to take a seat in one of them, as Salem is well worthy of at least a day's delay. Indeed, if convenient, the stranger would be gratified with several rides in the vicinity of that place, particularly to Marblehead.

LYNN, 9 miles from Boston.

This town is devoted to making shoes ; great numbers of which are annually exported. Each house, almost without exception, has a little shop connected with it, in

which the men and boys employ themselves in this manufacture.

The Lynn Beach, of which mention has before been made, is in this town, and lies on the way to the fashionable retreat at Nahant. It is of hard sand, offering an excellent natural road, but is impassable at high water. The bay on which it looks is one of the places where the famous sea serpent was seen several years ago.

There is a good inn in the town, where the stage coaches stop.

The country beyond is rather hilly and uninteresting ; but the road is good.

BEVERLY

is a town which joins Salem so closely, as apparently to form a part of it. It has a long street through which we pass, nearly at the foot of a high, barren hill. This eminence is remarkable in the history of witchcraft ; as it is the spot where numerous persons condemned for that crime, in Salem, were executed.

SALEM.

The La Fayette Hotel.

This is one of the most populous, wealthy, and beautiful towns in New-England. It was one of the earliest settlements made in Massachusetts Bay ; and the planting of the colony is annually celebrated. Governor Endicott, one of the most distinguished individuals in the early history of this part of the country, resided here.

Salem was for many years engaged in an extensive and lucrative commerce, particularly with China ; and the appearance of the town is sufficient to show that it still contains a great deal of wealth. The harbour is fine, and the wharves still well supplied with stores ; but the trade of the place has materially diminished. The streets are generally too narrow ; but the banks, insurance offices, and churches, are many of them handsome buildings. The *Square* is a large and beautiful tract of ground, near the centre of the town. About it are seen many of the finest private buildings in the place, which, indeed,

may be compared for size and elegance, with those in any part of the United States.

The *Marine Museum* is an institution highly creditable to the town, being an association of respectable nautical and commercial individuals, formed for the purpose of making useful observations, and collecting curiosities from all quarters of the world. No one can become a member who has not doubled Cape Horn, or the Cape of Good Hope, either as master or supercargo of a vessel; and each of them is supplied with a journal, in which he is to note down such remarks as he thinks important, during his voyages. These are submitted to the inspection of a committee; and the curiosities brought home are deposited in a handsome building belonging to the society, which is well worthy of the particular attention of strangers.

Access is readily gained by application to any of the members: this extensive and highly interesting cabinet being closed only for the purpose of security, and no fee being required for admission. The room is large, and well lighted, and filled with curiosities from all quarters of the world, and many specimens belonging to all the branches of natural history. The arrangement is made with great taste, and several hours, or indeed days, will hardly be sufficient for an examination of all it contains.

The top of the hotel commands a fine and extensive view, over the town and its environs, with the harbour, and the fine coves which set up on both sides. A project has been formed for connecting the two bodies of water which form the peninsula, by means of a canal, which would furnish great, and very desirable manufacturing facilities.

MARBLEHEAD.

There is a good road to this town, which stands at the end of a rocky promontory, 4 miles south-east from Salem. It contains a handsome square, and some very good houses; but it is principally inhabited by fishermen, whose manner of life precludes in, a great degree, the intellectual improvement generally so characteristic of New-England. The harbour is a small bay, protected by barren rocks, and affords shelter to the numerous fishing schoo-

ners employed in the Cod fishery. The men and boys are absent from home a great part of the year ; as each vessel usually makes three fishing voyages, or "*fares*," as they are here called, every season. They lie on the Banks until they have caught a load of fish, which are opened and salted as soon as taken. The vessels then return, and the fish are spread to dry on wooden frames, called flakes ; great numbers of which will be seen on the shore. There is a fort at the extremity of the town, which commands the entrance to the harbour, and affords a view of many miles over the neighbouring sheets of water. The islands at the entrance of Salem are wild and rocky ; and the sea breaks over them with violence in an easterly storm. Towards the south are seen several headlands of this iron-bound coast ; which for a great extent, even down to the extremity of Massachusetts, must have appeared one of the most inhospitable to the pilgrims, who began their settlements on this part of New-England.

NEWBURYPORT.

Stage House or Merrimac Hotel, on the hill. This is a large, and to a considerable extent a regularly built town, 38 miles from Boston. The greater part of it lies in squares, and the best streets are built entirely of brick. What is commonly called Newburyport, however, is composed of two distinct towns. The original township of Newbury includes that part, which reaches to within about a quarter of a mile of the shore ; and the rest, a mile along the water, where the wharves, the market building, most of the stores, shops, &c. are found, is all which is properly speaking called Newburyport, although there is no division but an imaginary line.

The COURT HOUSE makes a handsome appearance, at the head of a street running to the river.

The harbour is fine, and the place once enjoyed a brisk and lucrative commerce ; but it has suffered severely from two great fires, within a few years, and still more from circumstances which cut off the trade. A plan is now maturing for the improvement of the navigation of the Merrimac, which, if carried into effect, can hardly fail to pro-

duce results of great importance to the place. The falls at Haverhill cut off the boat navigation, at the distance of about 12 miles ; but if these were avoided by a canal, the water communication would be opened to Concord, and a great part of the products now sent to Boston, by the Middlesex Canal, would come to Newburyport. It is estimated, that the work would cost about two hundred thousand dollars, and that the water power it would furnish for machinery might be sold for about an equal sum.

STAGE COACHES. The mail coach from Boston for Portland arrives at 7 A. M. and returns about 2 P. M. There is also an Accommodation Line, which travels only by day light. The Concord coach leaves here about noon.

The late Timothy Dexter's house is now a tavern, about half a mile from the stage house, on the road to Portsmouth. The garden was formerly curiously ornamented with wooden statues of distinguished individuals.

The bridge over the Merrimac has a little rocky island for its buttress. The current is strong, and just north of it are several places where the channel appears once to have been.

HAMPTON, 10 miles.

PORTSMOUTH, 62 miles from Boston, 53 from Portland.

Brown's Stage House.

The environs of the town show many neat and pleasant houses of wood ; and the middle part of it is principally of brick, with some handsome public buildings, although the streets are generally too narrow. It has been a place of much commerce. The old church is a specimen of old times. The Navy Yard, on an island opposite the town, contains two large ship buildings, one for frigates and the other for line-of-battle ships.

The bridge across the Piscataqua, leads into the state of Maine, which was, until within three or four years, a district of Massachusetts. The current is very strong. The navy yard is seen on the east, with the ship houses, &c.

AMESBURY. The two Flannel Manufactories, seen at a distance on the west, (on the Powaw River, which has

fall of 30 or 40 feet,) were expected to manufacture in 1826, more than 20,000 pieces of flannel: in all a million of yards.

The country on this road is of a gently rolling form, generally very poor, without trees, and changing only from sand to rocks; and affords very few objects of interest, except an occasional view of the sea shore, and several spots remarkable for their connexion with the history of the country.

YORK.

There are some pleasant fields about this little place, but its size is insignificant, particularly when contrasted with anticipations formed of its destiny at the time of its first settlement: for the ground was laid out for a city, and the divisions of the land still retain much of the regular form given it by the first surveyors.

The **NUBBLE** is a rocky point, $4\frac{1}{2}$ miles from York, with a cluster of miserable huts in the rear, called, in designation, the city, or metropolis of Cape Neddock, from a point of that name still further on.

While travelling along this dreary country, near the place where a round hill of a peculiar appearance first presents itself in front, and then the ocean, the road passes the site of an old fort or block house, built before Philip's war. Nothing is now to be seen of it from the road, excepting a part of the old wall, which is built of large stones, laid with greater regularity than is practised now. A hovel stands near the wall, shaded by a few trees, about 100 yards west of the road.

The **Agamenticus Hills** form a range some distance west.

LOWER WELLES. There is a little harbour here, defended by a sand bar, with a narrow entrance under a rock; but it is almost dry at low water.

WELLES. The sea often breaks beautifully on the beach, in front of the tavern. Porpoise Point is just distinguishable in the north-east; and the view of the sea is fine and refreshing.

Three miles beyond is **BREAKNECK HILL**, over which falls

a small stream, from the height of 30 feet, about 40 yards from the path. Here, says a blind tradition, a small tribe of Indians met an indiscriminate destruction, in the following manner. Being on their return from their annual fishing excursion on the upper part of the stream, they despatched some of their number to make a fire on the rock which divides the falls, as they found they should not reach this place before night. The white men in the neighbourhood by some means learning their design, shot the messengers, and then collecting the limbs of trees, made a great fire on the high bank below on the opposite side of the road. The Indians, says the story, being deceived, did not attempt to stop their canoes in season, and were all carried over the falls and killed. A similar tale is related, with more appearance of credibility, of the falls on the Androscoggin River.

The FORT was half a mile beyond, or a quarter of a mile northerly from the church. The site is distinguished by the angle of an old wall, built of large, regular, but unhewn stones, on the east side of the road. The marks of the foundation appear to be yet visible a little back, and the situation is very pleasant, with a smooth plain around it, and a gentle slope in the rear to a little meadow, where the settlers used to obtain their hay. The ocean is in full view below. This little fortress was once attacked by 500 Indians, who at first supposed, as was the fact, that the men were absent from home. The place was, however, very bravely and successfully defended by five women, who put on their husbands clothes, and fired so warmly upon their invaders, as to force them to retreat.

KENNEBUNK, 25 miles from Portland. Here the mail coach from Portland stops for breakfast. It is a small place, but once carried on a considerable lumber trade with the West Indies.

Saco, fifteen miles from Portland. Just south of this village is the mouth of the Saco, which rises on Mount Washington. Cutts's Island of 75 acres divides the stream, just at the falls, and is to be converted to manufacturing purposes.

The soil here is very rocky, easily furnishing materials for building, which has already commenced on

a large scale. The fall is about thirty feet, the water abundant at all seasons, and a landing place for vessels only a few yards distant, which will greatly favour the transportation of raw and manufactured articles. The land bought in 1825 on the island, with a portion of the water power, cost about \$100,000. Great quantities of timber have long been sawn at these falls.

PORTLAND, 15 miles.

Mitchell's Hotel. The Stage house.

The situation of this place is remarkably fine, occupying the ridge and side of a high point of land with a handsome, though shallow bay, on one side, and the harbour on the other. The anchorage is protected on every side by land, the water is deep, and the communication with the sea direct and convenient. Congress-street runs along the ridge of the hill, and contains a number of very elegant private houses. There is also the Town Hall, with the market below, and a beautiful new church, with granite columns. The steps are fine blocks of granite, 6 feet by 9, brought from the quarry at Brunswick, 22 miles distant, and cost about \$40 each. This street rises, as it approaches the end of the neck or promontory, to the *Observatory*, a tower 82 feet high, and, with its base, 142 feet above the water, which commands an extensive and very fine view on every side.

From the OBSERVATORY, south and south-west are several distant eminences: among others, the Agomenticus Hills; north-west are seen, in clear weather, the lofty ridges and peaks of the White Hills in New-Hampshire, which are discovered at sea, often before the nearer land appears in sight. The country on the north presents little that is interesting, and the water nearer at hand is only an inlet of the sea.

CAPE ELIZABETH is the high land on the south side of the harbour; and the islands, which nearly close its entrance, are called Bangs's and House Islands. Fort Preble stands on the former, and Fort Scammel, only a block house, on the latter. It is proposed by the United States

to expend \$165,000 in enlarging these defences. Due east is Seguin Light House, which is visible, in clear weather, 32 miles distant, at the mouth of the Kennebec. Nearer, and in the same quarter, lie numerous islands of various forms and divided by little channels and bays, some of which are deep. They are generally covered with trees and rocks, but present a beautiful variety to the view in that direction. Their number is not known, but is usually estimated at 365, to correspond with that of the days in the year.

The entrenchments on the hill, west of the observatory, belong to Fort Sumner, and part of them were made in the Revolutionary war. Under the bluff, on the water's edge, is Fort Burroughs.

FALMOUTH (the former name of Portland,) was burnt in the Revolutionary war, by Capt. Mowatt, in the British sloop of War *Canceau*, on the 18th of October, 1775, on the refusal of the inhabitants to deliver up their arms. About 130 houses, three-quarters of all the place contained, were consumed, some being set on fire with brands, after a cannonade and bombardment of 9 hours. The old church is among the buildings saved, and has the mark of a cannon shot in it. A small part of Mitchell's hotel belonged to one of the houses not destroyed.

There are some fine stores and dwelling houses in the middle of the town, and the shore is lined with wharves and shipping: for the place is beginning to prosper again, although it has lost an extensive trade which it cannot recover. There is a small *Museum* in the place.

REMARKS TO THE TRAVELLER AT PORTLAND. The Boston Mail Coach leaves here every morning at 4, and reaches Boston at 9 P. M. the Accommodation at 8, and arrives next day, stopping for the night at Portsmouth.

The communication with Dover, Concord, &c. is easy, and the traveller going in that direction, is referred to the index for those and other places in his way. He may take the route to the White Hills by Fryeburgh; the road leads through a wild and thinly populated country, but is not devoid of interest. The stage coach reaches Conway in a day by this route, passing through Gorham, Standish, Baldwin, Hiram, and Fryeburgh.

The eastern and north-eastern routes only, remain to be spoken of. The road along the sea coast is more uninteresting, passing over a rocky soil, and is recommended in going from Portland. The upper road leads through a considerable extent of fertile country, indeed the garden of Maine, and shows several pleasant and flourishing villages, by which it may be more agreeable to return. The settlement of a great part of that region, still, is so recent, that the traveller will not find so good accommodations, nor so many objects of interest, as in many other parts of the country. The inhabitants, however, are increasing very rapidly, and great improvements of every kind are annually introduced, which produce a scene of great activity and prosperity, particularly between the Kennebec and Penobscot Rivers.

REMARKS ON THE COUNTRY NORTH-EAST FROM PORTLAND.

In consequence of the position, the climate, and soil of Maine, the improvement of the country has been much retarded. Settlements were made on the coast as early as 1607, and several others not long afterwards: but they suffered severely in the Indian wars, and their vicinity to the French missions, which embraced all the eastern part of the present state, exposed them to imminent danger. In later times the population was principally confined to the sea coast, for the convenience of fishing and commerce, and thus the good land, which lies some distance back in the country, was almost entirely neglected. After the Revolutionary war, this extensive region remained in the condition of a district belonging to Massachusetts. Within three or four years it has been received into the Union, as a separate state; and agriculture having been introduced, the emigration from the neighbouring states has rapidly swelled its population.

In travelling in Maine, the stranger observes the same order of things as in the interior of New-York, Ohio, and other parts of the country, which are fast improving. It is but a few years since agriculture was almost unknown

here, and now the interior region between the Kennebec and Penobscot Rivers is well peopled, and presents a scene of rural cultivation and prosperity rarely equalled. That is of course the most attractive route for the traveller; and the road from Portland lies through Augusta and Hallowell. Those who are going to New-Brunswick, &c. are advised to take this route, unless they prefer the less fatiguing mode of travelling in the steam boat.

Most persons going eastward from Portland, will wish to return; and the brief tour which we shall give will be planned for their convenience and pleasure, by proceeding first along the sea coast, and then returning through the fine tract of country in the interior.

It may be proper here to mention, that two roads are to be surveyed this year to Quebec: one by the River Kennebec, and the other by the Penobscot. At present there are no roads through the northern wilderness, though a communication has been kept up that way for several years, and herds of cattle are occasionally driven into Canada. The hardy and enterprising traveller may, perhaps, be willing to encounter the inconvenience of lodging in the open air, and such fare as the wilderness affords; but few will attempt the route for pleasure, until the intended improvements shall have been made.

For the distances of the principal places on the route from Portland to Quebec, see *page 222*.

CANALS PROJECTED IN MAINE.

FROM SEBAGO POND TO PORTLAND. This would require an excavation of only 6 miles, to effect a communication between a chain of ponds or lakes, capable of furnishing large supplies of timber, and many products of agriculture, if their settlement were once encouraged.

From the ANDROSCOGGIN at Wayne's Mills, to the KENNEBEC at Gardner. There is a dead water navigation to within five miles of the former, but then there is an ascent of 260 feet to the level of its current.

ROUTE FROM PORTLAND TO BELFAST, CASTINE, BANGOR, &c.

Travelling round to the head of Casco Bay, you pass through North Yarmouth and Freeport, and arrive at Brunswick, 26 miles. This is the site of Bowdoin College, the principal institution of the state. It was burnt two or three years ago, and contained, in 1825, 120 students.

The whole road from Portland to Bath, 34 miles, lies along the coast, where the soil is rocky and poor.

BATH

is a town of considerable trade, situated on the Kennebec, at the distance of sixteen miles from the sea. Here are several public buildings, and among the rest, two banks.

WOOLWICH is opposite Bath.

WISCASSET,

14 miles from Bath. This is one of the principal ports of the state, and has an excellent harbour, at the mouth of the Sheepscot River.

STAGE COACHES run north to Bangor, on the Penobscot. They pass through Newcastle, Nobleborough, Waldoborough, Union, Appleton, Searsmont, and Belmont. There are two branch lines: one to Thomastown through Warren; and another to Hamden, through Camden, Lincolnshire, Northport, Belfast, Swanville, and Frankfort.

From Wiscasset to Damascotta is rough and rocky; but the ride presents many interesting views, as the landscape is continually changing, and is often varied by the sight of Damascotta River, and several beautiful little lakes or ponds.

DAMASCOTTA BRIDGE. Here is a considerable village, at the distance of 16 miles from the sea coast.

BOOTH BAY

lies off the road from Wiscasset to Damascotta. It has a commodious harbour, with a number of islands in the vicinity; and the neighbouring high ground affords a very fine and extensive view. The hill, on the eastern side of the bay, was surveyed for a city in the

early part of the last century, which was to have borne the name of Townsend, but the building of it was never begun. The harbour has been considered a good site for a naval dépôt.

ANTIQUITIES. Two or three miles off the road, between Linniken's Bay and Damascotta River, where was formerly an Indian carrying place, the remains of cellar walls and chimneys are found, as also broken kettles, wedges, &c. At the head of the bay are the hulks of two or three large vessels sunk in the water; and on the shore, the ruins of an old grist mill, where the present one stands. On the islands opposite the town, are other ruins, the history of which is unknown, as well as that of those already mentioned. The only fact which seems to afford any clew to their origin, is, that Sir John Popham made an attempt to build a town at the mouth of the Kennebec, in the year 1607.

WALDOBOROUGH, 10 miles.

WARREN, 7 miles.

THOMASTOWN,

CENTRE VILLAGE, 6 miles. Here are quarries of marble and lime stone, from the latter of which about 100,000 barrels of lime are made every year for exportation. The marble is also wrought in considerable quantities. A visit to the work shops may be interesting, as the operation of polishing is performed by machinery moved by water. There is a cotton manufactory on Mill River. The village is 15 miles from the sea.

The **STATE PRISON** stands in a commanding and pleasant situation. It has 50 solitary cells, built of granite, in blocks from 4 to 6 feet in length, and 2 in thickness. Each cell has an opening at the top, with small holes in the walls for the admission of fresh air, which, during the winter season, is warmed before it is admitted. The Warden's house is also built of granite, and is two stories high, placed in the middle, with a row of cells on each side. The prison yard is surrounded by a circular wooden paling, and encloses nearly three acres, in which is a lime quarry. Several workshops on the ground serve the pur-

poses of the convicts, who are employed in burning lime and other manufactures.

THE KNOX ESTATE. About half a mile from the State Prison is the ancient residence of the late General Knox. The mansion was three stories high, large, and elegant, particularly for a country so little cultivated and inhabited as this at the time of its erection. It is now in a state of great decay; but some of the remaining decorations of the grounds may give an idea of its original appearance. The approach to the house is through a cypress grove; and in front of it extends a handsome grass plat. General Knox was one of Washington's principal officers, and acted a conspicuous part in the Revolutionary war.

From THOMASTOWN to BELFAST, (30 miles,) the road is hard, and commands many views of Penobscot Bay, with a few islands on the right, and a partially cultivated country on the left, with some mountainous scenes. Belfast is a flourishing port, pleasantly situated on the side of a hill. The road hence to Castine, round the bay, is 35 miles, passing through Prospect, Buckport, Orland and Penobscot.

(CASTINE was taken during the late war by a fleet, and the British entrenchments are to be seen on the hill above.)

The road from Belfast to Bangor lies along the course of the Penobscot River.

BANGOR

is a very flourishing village, newly risen into importance, in consequence of having taken a good deal of the interior trade from Belfast. It occupies a commanding position for this object, and is undoubtedly destined to experience a great and rapid increase, proportioned to the extension of settlements in the upper country. The number of inhabitants increased between 1820 and 1825, from 1221 to 2002. The scenery here begins to assume much of that mountainous character, which prevails so extensively through a large part of the interior. A very conspicuous and noble eminence is observed at a distance in the north, called *Ktardin Mountain*, the elevation of which has never, it is believed, been ac-

curately ascertained. It is considered the highest land in the state, and has been compared for altitude with Mount Washington in N. Hampshire: whether with justice or not, a scientific measurement will determine.

In the year 1825, the land agents visited a tract of country inhabited by about two thousand persons, who had been before unknown as belonging to the state, having never been represented in the legislature, or included in any census. They are partly descendants of refugees, and partly half-pay officers, Irish and Scotch. The vast tract of wilderness intervening between them and the lower country had prevented intercourse. Their country is rich and beautiful, on the St. John's River, near the boundary of N. Brunswick; and many of them desired to be received into the jurisdiction of the State Government.

The opening of a road along the course of the Penobscot to Quebec, by the way of St. John's, the survey of which was authorized this year, cannot fail to accelerate the settlement of this country, and to increase the value and the products of the soil. It will also prove hereafter a very convenient route for travellers going to and from Canada, and doubtless form a part of the grand northern tour, which will then be complete.

From Bangor we begin our return to Portland, taking the route through the finest part of the state of Maine. The road to Augusta and Hallowell on the Kennebec, lies through a region rapidly improving under the management of an active, industrious, and increasing population. The value of the soil has greatly advanced within a short time, and it is the grand centre of emigration. There is another road to Hallowell through Bath. Coaches travel each way three times a week.

AUGUSTA is a considerable town and very flourishing. It is situated at the falls of the Kennebec, where the water and the descent of the channel is sufficient to set in motion several hundred wheels, and will probably be hereafter extensively employed for manufacturing purposes.

PENOSCOT FALLS. Near Lewistown, on the Androscoggin River, is a remarkable cataract, where the current breaks through a range of mountains, and pours over a broken ledge of rocks. The scene is wild and striking;

and derives an additional interest, from its connexion with the history of a tribe of Indians, long since extinct.

According to a tradition current in the neighbourhood, the upper parts of this stream were formerly the residence of the Rockmego Indians, who inhabited a fine and fertile plain, through which the river winds. The situation was remote, and they had never engaged in any hostilities with the whites, but devoted themselves to hunting and fishing. The ground still contains many remains of their weapons, utensils, &c. They were, however, at length persuaded to engage in a hostile incursion against Brunswick, at that time an exposed frontier settlement; and the whole tribe embarked in their canoes to accomplish the enterprise. The stream flows gently on for a great distance, until it approaches very near to the falls; and this was the spot appointed for the night encampment. Night set in before their arrival; and they sent two men forward to make fires upon the banks a little above the cataract. For some unknown reason the fires were kindled below the falls; and the Indians being thus deceived concerning their situation, did not bring up their canoes to the shore in season, and were carried over the rocks, and the tribe all destroyed together. Their bodies, it is said, were carried by the stream down to the village they had intended to attack.

The hills near the falls afford many evidences of having been the residence of Indians, who were cut off by the whites, in a sudden attack, many years ago.



SUPPLEMENT.

CHARLESTON, *South Carolina.*

This is a place from which many travellers will set out, who intend to visit those parts of the country to which this volume relates. The numerous and commodious packets which pass between Charleston and New-York, afford frequent opportunities of communication. The road to the northern states is so long and tedious, with so few good inns, and so few objects of interest, that many prefer the voyage.

Charleston has some fine streets, with many elegant houses ; and the inhabitants bear a high character for hospitality and friendliness to strangers. The climate offers many attractions at some seasons of the year, as there is an abundance of fine fruit cultivated in the gardens, among which the fig makes a very conspicuous figure.

THE ORPHAN ASYLUM

is an institution highly creditable to the city, being, as it is said, the largest establishment of the kind in the U. S.

THE CIRCULAR CHURCH

is a building of great size and a singular form.

FORT MOULTRIE,

on Sullivan's Island, is famous for a desperate and successful resistance it sustained against the British ships during the Revolutionary war, which proved of great importance to the American arms. The island is at the mouth of the harbour, at the distance of seven miles from the city.

The country in the neighbourhood of Charleston is generally uniform, level, covered with a growth of pines, and offers little variety to the eye.

WASHINGTON,

The seat of Government of the United States, is situated between the Potomac River and its eastern branch, about a mile and a half above their junction. It is divided into three distinct parts, which are built about the Navy Yard, the Capitol Hill, and the Pennsylvania Avenue. The Capitol is an immense building with two wings, surrounded by an open piece of ground, and occupying an elevated position, which renders it a conspicuous object in different directions for several miles.

The original plan of the city was very extensive: the principal streets meeting from all points of the compass at the Capitol, and bearing the names of the older states of the union. Some of the minor streets are known by the names of the letters of the Alphabet; and tracts of ground were reserved for public squares. As Washington, however, is chiefly dependant on the government for its support, the original scheme has been but faintly realized, and many of the streets have not even been opened.

During the sessions of Congress, the place is thronged with strangers from all parts of the country; and the sessions of the Senate and Representatives, the proceedings of the Supreme Court, the Levees at the President's House, the parties at the foreign ministers', &c. afford ample opportunities for amusements of various kinds. At other seasons, however, there is little to interest the stranger except the public buildings and the Navy Yard.

THE CAPITOL

presents specimens of various styles of architecture. On entering the south wing several columns are seen, where carvings of Indian-corn stalks are substituted for flutings and filletings; while the capitals are made of the ears of corn half stripped, and disposed so as in some degree to resemble the Corinthian or Composite order.

The REPRESENTATIVES' CHAMBER is a fine semicircular apartment, with columns of a dark bluish siliceous pudding stone, hard and highly polished. It is lighted from

above. The gallery is open during the debates, as well as that of the SENATE CHAMBER, which is a much smaller apartment.

The Library of Congress is in another part of the building ; and the Great Hall contains the four national pictures, painted for the government by Col. Trumbull: the Declaration of Independence, the Surrenders at Saratoga and Yorktown, and Washington resigning his Commission ; each 12 feet by 18.

A fine view is enjoyed from the top of the Capitol. You look along the Pennsylvania Avenue westward to the President's House, with Georgetown and the Potomac beyond ; the General Post Office, &c. on the right ; the Navy Yard towards the south-east ; Greenleaf's Point nearly south ; and south-west the bridge over the Potomac, with the road to Alexandria and Mount Vernon. The canal begins south of the President's House, and terminates at the East Branch.

The PRESIDENT'S HOUSE is a large building of white marble, with Grecian fronts, about a mile west of the Capitol, and near the public offices. It is surrounded by a wall, but without any other defence. The entrance hall leads into the drawing room, where the President's lady receives visitors at her levees. Two other apartments are thrown open on those occasions ; all handsomely furnished, and accessible with facility, even to strangers.

The PATENT OFFICE is in the same building with the General Post Office, and well worthy of a visit, on account of the numerous curious models which it contains, relating to all branches of the arts.

The Treasury, Navy, War, and Land Offices, are all in the vicinity of the President's House ; as are the residences of the Foreign Ministers. The members of Congress, as well as the numerous strangers who resort hither during the sessions, find lodgings in the hotels and boarding houses in different parts of the city, or in Georgetown.

GEORGETOWN

is a considerable place, which by its proximity to Washington, seems almost a part of that city. The country around it is variegated, and the situation of the CATHOLIC COLLEGE, a little way west, is picturesque. Still further, in the same direction, there is a very pleasant ride along the bank of the Potomac, where Mason's Island is at first seen, near the mouth of the river, and afterwards the elevated banks by which the river is bounded. On the north side of the road is a Cannon Foundry.

ALEXANDRIA.

This is a large city and port, six miles from Washington, and contains some fine buildings, both public and private. The road which leads to it is good, in the pleasant season, although the country is little inhabited, and the soil is impoverished by the cultivation of tobacco. This city is included within the boundary of the District of Columbia, and is at so short a distance from Washington as to be a favourite resort, during the sessions of Congress.

MOUNT VERNON,

the estate of the Washington family, is nine miles south from Alexandria, and is remarkable as containing the residence and the tomb of Gen. Washington. The road is somewhat intricate, and has but few inhabitants, so that the stranger who goes without a guide, will need to make careful inquiries. The entrance of the grounds is distinguished by a large gate, with the lodge and dwelling of the porter. A winding path conducts to the mansion, which is seen but two or three times from a distance. The rear of the house is first seen, as it stands on an eminence, looking down upon the Potomac. The buildings which project from each end, are the offices and habitations of the negroes. The house is now the residence of

Bushrod Washington, a judge of the supreme court of the U. S. and nephew of Gen. Washington.

The key of the Bastille of Paris is hung up in the hall; and a miniature portrait of Washington, from an earthen pitcher, is preserved, which is considered by the family, the best likeness of him ever made. A beautiful lawn, partly shaded by trees, extends from the front of the mansion to the verge of the precipice, which overhangs the Potomac, and affords a delightful view upon the river, and a tract of hilly country above and below.

This is the place to which Washington retired after he had accomplished the independence of his country, and again when he had presided at the consolidation of the government: voluntarily resigning the stations he had consented to accept, and the power he had exercised only for the good of his country. To an American, this place is interesting, in a degree which no language can either heighten or describe. Whoever appreciates the value of private and social virtue, will rejoice to find it associated with the traits of a personage so distinguished and influential; the consistent politician will rejoice to reflect, that his principles of natural freedom were not restricted to any portion of the world, or any part of the human race; while any one, who can duly estimate the extent of the blessings he has conferred on his country, and the influence of his actions on the happiness of the world, will wish that his history may ever be cherished, as a model of sincere and disinterested patriotism.

WASHINGTON'S TOMB

will be found under the shade of a little grove of cedars, a short distance, southward, from the house, and near the brow of the precipitous shore. It is small, unadorned, and neglected. The great man, who had rendered to his country the most important military and civil services she ever received, left his mortal remains to be deposited in this humble cemetery: and that country has never yet expressed its gratitude by erecting a monument to his memory, though to her he devoted his life, and to her has bequeathed a character, on which no attempt has ever yet been made to discover a shadow or to fix a stain.

BALTIMORE.

The Indian Queen Hotel. The City Hotel is an elegant building, near the Washington monument, to be completed in 1826. It will be one of the largest and most commodious public houses in the country.

Baltimore is the third city, for size, in the United States, and carries on an extensive commerce. Various projects have been made for improving the communication with the interior, which is now limited. The course of the Susquehannah has been surveyed, with the intention of making it more useful in the transportation of merchandise. The current is now so swift and broken in many places, as to render the passage often difficult and hazardous ; and it is probable, that great improvements may hereafter be effected by locks and canals. If this were once performed, and a cut made from the river to Baltimore, the city would doubtless derive great advantage from the internal trade.

The harbour of Baltimore, in the Patapsco River, has a narrow entrance, and is well protected by high ground. On the side opposite the city is an abrupt elevation of considerable size, where is a fort, and whence a commanding view is enjoyed.

FELL'S POINT is a part of the city, about a mile below, where most of the stores and shipping are found. Many of the streets of Baltimore are broad, cross at right angles, and are ornamented with fine buildings both public and private.

THE EXCHANGE

is a very spacious brick building, erected within a few years.

THE WASHINGTON MONUMENT.

This is a large column of marble placed in a commanding position, at the head of Charles-street, rising to the height of 163 feet. It is 14 feet in diameter at the top

and 20 below, with a base 23 feet in height, and 50 square. It is one of the finest monuments in the United States, and the only one worthy the memory of the great man to whom it is erected.

THE BATTLE MONUMENT

was recently erected, in memory of those who fell in the defence of the city in September, 1814.

THE PUBLIC FOUNTAIN

is a fine spring of water in the western part of the city, surrounded by a fine public square, laid out in walks and shaded with trees. It is ornamented with a neat little building of hewn stone, and furnished with handsome steps. To preserve order at this place in warm weather, when it is usually much resorted to, it is the custom to take the right in descending and retiring.

The environs of Baltimore afford some pleasant rides ; and the communication with different places is easy, by various modes of conveyance. The most agreeable mode of travelling to Philadelphia, is by the steam boat lines, which go and arrive daily, with but a short distance of land carriage. Steam boats also go to Norfolk, in Virginia, but the passage is uninteresting ; and those who wish to see Washington, (38 miles distant,) will go by land.

Extracts from the Report of the Commissioners of the New-York Canal Fund, made in 1826.

The canal fund has not essentially changed since our last annual report ; but the revenue, in almost every particular, has for the past year greatly exceeded the estimate which was in that report submitted to the legislature.

The capital of the canal fund is as follows :

The canals estimated at their cost.....	\$9,267,234 48
The lands given by the Holland Land Company in Cattaraugus, 100,632 acres, estimated at.....	35,221 20
The lands given by John Hornby in the county of Steuben, 8000 acres, estimated at.....	3,000 00
The lands given by Gideon Granger, in the county of Steuben, 1000 acres, estimated at.....	5,000 00
The Onond. salt springs reservation unsold, 5,400 acres, valued at.....	26,000 00
Amount of bonds for canal fund lands sold	128,435 15
Amount of the canal fund	\$9,465,890 83
The amount of revenue in the treasury, applicable to the current expenses of the year, is.....	\$226,672 43

The revenue for the current year is estimated as follows :

Canal tolls.....	700,000
Vendue duty.....	225,000
Salt duty.....	100,000
Principal and interest on bonds belonging to the canal fund.....	10,000
	<hr/> 1,035,000 00

Amount of revenue for the current year \$1,261, 672 43

The payments for this amount during the year will be, for

Interest on the canal loans.....\$313,973 55

Estimated expense of repairing
the canals, and collecting tolls140,000 00

Improvements to be made on the
Champlain Canal.....100,000 00

Damages estimated at..... 50,000 00

Loan reimbursable the 1st of
Oct. 1826.....270,000 00

Incidental expenses of the com-
missioners of the canal fund,
estimated at..... 400 00

975,372 55

Estimated balance of the revenue over the
estimated charges upon it for the cur-
rent year..... \$286,298 93

APPENDIX.

LIST OF STAGE COACHES.

Albany, Ballston, Saratoga Springs, and Whitehall Coaches, leave Powell and Thorp's General Mail Coach Office, No. 365 North Market-street, Albany, every morning and afternoon for Ballston and Saratoga Springs, and Whitehall, (in connexion with the Champlain steam boat,) every Monday, Wednesday, and Friday mornings, by coaches to Fort Edward, thence to Whitehall by canal packet boats, through in one day—a steam boat leaves Whitehall Tuesday and Saturday for St. John's, where coaches are in waiting for Montreal.

Proprietors, Swan, Thorp & Co.

Distance from Albany to

	Miles.	From Albany.
Troy,.....	6	
Waterford,	5	11
Mechanicville,	8	19
Ballston Springs,...	14	33
Saratoga do.,.....	7	40
Sandy Hill,.....	19	59
Lake George,.....	13	72

Albany, Geneva, and Buffalo Pilot Mail Coach, leaves Powell & Thorp's General Mail Coach Office, No. 365 North Market-street, Albany, every day at 11 A. M. passes through Schenectady, Little Falls, Herkimer, Utica, Syracuse, (salt works,) Elbridge, Auburn, Geneva, Canandaigua, East and West Bloomfield, Avon, and Batavia, to Buffalo, in three days—leaves Buffalo at 9 P. M. arrives at Geneva the first day, Utica the second, and Albany the third. Two daily lines of coaches pass and re-

pass Niagara Falls every day, one on each side the river from Lewiston and Buffalo.

Distance from Albany to Buffalo and Niagara.

	Miles.	From Albany.
Schenectady,	15	.....
Amsterdam,	15	..... 30
Caughnawaga,	10	..... 40
Palatine Bridge,	12	..... 52
Little Falls,	21	..... 73
Herkimer,	7	..... 80
Utica,	16	..... 96
Vernon,	15	..... 111
Manlius,	25	..... 136
Onondago,	10	..... 146
Auburn,	24	..... 170
Cayuga Bridge,	9	..... 179
Geneva,	13	..... 192
Canandaigua,	16	..... 208
Batavia,	48	..... 256
Buffalo,	40	..... 296
Niagara Falls,	21	..... 317

Albany, Cherry Valley, Cooperstown, and Rochester Mail Coach, leaves Powell & Thorp's General Mail Coach Office, No. 365 North Market-street, Albany, every day, for Cherry Valley, Cooperstown, Bridgewater, Madison, Cazenovia, Manlius, Syracuse, Weed's Basin, Montezuma, Lyons, Palmyra, and Pittsford, to Rochester—through in three days, crosses the canal thirteen times, and returns in the same order. A coach leaves Utica every morning, Sunday excepted, for Denmark and Sackett's Harbour, and from Denmark to Ogdensburgh, Tuesday, Thursday, and Saturday. *Proprietors* of this and the two preceding lines, Powell & Thorp, Albany; J. Parker & Co. Utica; J. M. Sherwood, Auburn; J. Sherwood, Geneva; B. D. Coe, Canandaigua; O. Adams, Rochester; C. H. Coe, Buffalo; S. Barton, Lewiston; A. Hovey, Montezuma; S. Goodwin, Madison; Wm. Story, Cherry Valley.

<i>Distance from Albany to</i>		
	Miles.	From Albany.
Guilderland,	14	.....
State Bridge,	12	..... 26
Cherry Valley,	26	..... 52
Little Lakes,	10	..... 62
Bridgewater,	20	..... 82
Madison,	14	..... 96
Cazenovia,	12	..... 108
Manlius,	12	..... 120
Syracuse,	7	..... 127
Elbridge,	15	..... 142
Weed's Basin,	6	..... 148
Montezuma,	9	..... 157
Lyons,	17	..... 174
Palmyra,	16	..... 190
Pittsford,	15	..... 205
Rochester,	8	..... 213

<i>Distance from Canandaigua to</i>		
	Miles.	Canandaigua.
Rochester,	28	.....
Clarkson,	18	..... 46
Lewiston,	60	..... 106
<i>From Utica to Sackett's Harbour,</i>		93 miles.
do.	<i>Ogdensburgh,</i>	120 do.

Albany and Schenectady Daily Stage leaves Comstock's Tavern, near the Canal Bridge, State-street, Schenectady, every morning, and leaves Albany every afternoon. Seats taken in Albany at Peter Germond's, Green-street. Fare, 62½ cents. *Proprietor*, D. Comstock, Schenectady.

Albany and Montreal Mail and Post Coach leaves Albany Monday, Wednesday, and Friday, at 3 A. M. and arrives in Poultney at 6 P. M.—leaves Poultney next mornings at 3, and arrives in Burlington at 6 P. M.—leaves Burlington Monday, Wednesday, and Friday, at 3 A. M. and arrives in Montreal same evenings at 7—leaves Montreal Tuesday, Thursday, and Saturday, at 3 A. M. and

arrives in Burlington same evenings at 7—leaves Burlington Monday, Wednesday, and Friday, at 3 A. M. and arrives in Poultney same evenings at 6—leaves Poultney next mornings at 3, and arrives in Albany same evenings at 6, through Watervliet, Troy, Lansingburgh, Schaghticoke, Pittstown, Cambridge, Jackson, Salem, Hebron, Granville, Wells, Poultney, Castleton, Hubbardston, Sudbury, Whiting, Cornwall, Middlebury, New-Haven, Vergennes, Ferrisburg, Charlotte, Shelburn, Burlington, Colchester, Milton, Georgia, St. Albans, Swanton, Missisquoi Bay, St. John's, Laprairie, to Montreal—distance 220 miles.

Albany, Utica, Geneva, Rochester, Buffalo, and Lewiston Mail Coach, leaves Powell & Thorp's General Mail Coach Office, No. 365 North Market-street, Albany, every day at 3 P. M. travels by day light only, lodge at Amsterdam, and arrives in Utica next day, at Auburn the second, passes Geneva and Canandaigua to Avon and Rochester the third, and Buffalo and Lewiston the fourth day from Albany—returns in the same order.

Distance from Buffalo to

Miles.

From Buffalo.

Williamsville,.....	10	.....
Clarence,.....	8	.....	18
Pembroke,.....	8	.....	26
Batavia,.....	14	.....	40
Leroy,.....	11	.....	51
Caledonia,.....	6	.....	57
Avon Post Office,.....	8	.....	65
Avon East Village,....	2	.....	67
Lima,.....	5	.....	72
West Bloomfield,.....	4	.....	76
East Bloomfield,.....	5	.....	81
Canandaigua,.....	9	.....	90
Geneva,.....	16	.....	106
Waterloo,.....	7	.....	113
Seneca Falls P. O.....	4	.....	117
East Cayuga,.....	3	.....	120
Auburn,.....	9	.....	129
Skaneateles,.....	7	.....	136
Marcellus,.....	6	.....	142

Onondago C. H.....	8	.....	150
Jamesville,.....	7	.....	157
Manlius,.....	5	.....	162
Sullivan,.....	6	.....	168
Lenox,.....	5	.....	173
Oneida,.....	7	.....	180
Vernon,.....	5	.....	185
Manchester,.....	8	.....	193
New Hartford,.....	5	.....	198
Utica,.....	4	.....	202
Little Falls,.....	22	.....	224
Schenectady,.....	58	.....	282
Albany,.....	16	.....	298

Albany and Saratoga Mail Stage leaves Albany Monday, Wednesday, and Friday, at 8 A. M. and arrives at Saratoga Springs at 5 P. M.—leaves Saratoga Springs Tuesday, Thursday, and Saturday, at 8 A. M. and arrives in Albany at 5 P. M. through Troy, Lansingburgh, Waterford, and Ballston—distance 36 miles—fare \$2. *Proprietor*, Elijah Castle.

Albany, N. Y. and Manchester, Vt. Stage, leaves Albany Monday, Wednesday, and Friday, at 3 A. M. and arrives in Manchester same evenings—leaves Manchester Tuesday, Thursday, and Saturday, at 8 A. M. and arrives in Albany same evenings, through Troy, Lansingburgh, Pittstown, Hoosack, Bennington, Shaftsbury, and Arlington. Fare \$3 25.

Albany and Boston Union Line Mail Stage leaves J. Rhine's Stage House, No. 12 Beaver-street, Albany, at 7, and O. Babcock's General Stage House, Troy, at 8 A. M. Monday, Wednesday, and Friday, and arrives in Plainfield same evenings at 5—leaves Plainfield Tuesday, Thursday, and Saturday, at 7 A. M. and arrives in Barre same evenings at 5—leaves Barre Monday, Wednesday, and Friday, at 7 A. M. and arrives in Boston same evenings at 5—leaves Boyden's City Tavern, Boston, Tuesday, Thurs-

day, and Saturday, at 7 A. M. and arrives in Barre same evenings at 6—leaves Barre Monday, Wednesday, and Friday, at 7, and arrives in Plainfield same evenings at 6—leaves Plainfield Tuesday, Thursday, and Saturday, at 7 A. M. and arrives in Albany same evenings at 5, through Sand Lake, Stephentown, Hancock, Lanesborough, Cheshire, Savoy, Plainfield, Ashfield, Conway, Bloody Brook, Sunderland, Leverett, Shutesbury, New-Salem, Peterham, Barre, Hubbardston, Princeton, Sterling, Lancaster, Bolton, Stow, Sudbury, Concord, Lincoln, Weston, Waltham, Watertown, Cambridge, to Boston. This line intersects with the stages at Bloody Brook to Northampton, and at Sunderland to Amherst. Distance 160 miles—fare \$7 50.

Augusta and Bangor, Me. Mail Stage, leaves Augusta Wednesday and Saturday, at 4 A. M. and arrives in Bangor at 8 P. M.—leaves Bangor Monday and Thursday, at 4 A. M. and arrives in Augusta at 8 P. M. through Vassalborough, Brown's Corner, Getchel's Corner, Outlet, China, Albion, Unity, Joy, Dixmont, Newburgh, and Hampden. Distance 68 miles—fare \$3 50. *Proprietors*, Moses Burley and Spencer Arnold.

Augusta and Belfast, Me. Stage, leaves Augusta every Wednesday at 4 A. M. and arrives in Belfast at 8 P. M.—leaves Belfast every Thursday at 4 A. M. and arrives in Augusta at 8 P. M. through China, Palermo, Freedom, Montville, Searsmont, and Belmont. Distance 50 miles—fare \$2 50.

Andover and Boston Stage leaves Andover every morning, except Sundays, at 6, and arrives in Boston at 10 A. M.—leaves Col. Wilde's, 45 Ann-street, Boston, every afternoon, except Sundays, at 3, and arrives in Andover at 7 P. M. Distance 20 miles—fare \$1.

Augusta, Me. and Waterville Stage, leaves Augusta Monday, Wednesday, and Friday, at half past 4 P. M. and arrives in Waterville at 8—leaves Waterville Tuesday, Thursday, and Saturday, at 4 A. M. and arrives in Augusta at half past 7—Fare \$1. Owned by Maine Stage Company.

Boston and Albany Mail Stage, via *Northampton*, leaves Earl's, 36 Hanover-street, Boston, Monday, Wednesday, and Friday, at 2 A. M. and arrives at Northampton at 7 P. M.—leaves Northampton next mornings at 3, and arrives in Albany at 7 P. M.—leaves E. Clark's Office, 526 South Market-street, Albany, Monday, Wednesday, and Friday, at 2 A. M. and arrives in Northampton at 7 P. M.—leaves Northampton next mornings at 3, and arrives in Boston at 7 P. M. through Framingham, Worcester, Brookfield, Ware Factory Village, Belchertown, Northampton, Chesterfield, Pittsfield, Lebanon Springs, and Greenbush, to Albany—distance 165 miles. Fare from Boston to Northampton, \$4 50; to Albany, \$8 75.

Boston and Albany Mail Stage, via *Springfield*, leaves Earl's, 36 Hanover-street, Boston, Tuesday, Thursday, and Saturday, at 2 A. M. and arrives in Springfield at 6 P. M.—leaves Springfield Monday, Wednesday, and Friday, at 2 A. M. and arrives in Albany at 7 P. M.—leaves E. Clark's Office, 526 South Market-street, Albany, Tuesday, Thursday, and Saturday, at 2 A. M. and arrives in Springfield at 7 P. M.—leaves Springfield Monday, Wednesday, and Friday, at 2 A. M. and arrives in Boston at 7 P. M. through Waltham, Sudbury, Marlboro', Worcester, Brookfield, Palmer, Springfield, Westfield, Stockbridge, Greenbush, to Albany—distance 165 miles. Fare from Boston to Springfield, \$4 50; to Albany, \$8 75.

Boston, Hartford, and New-Haven Middle Line Accommodation Stage, leaves Earl's, 36 Hanover-street, Boston,

every day except Tuesday, at 7 A. M. and arrives in Ashford at 6 P. M.—leaves Ashford next mornings at 5, and arrives in New-Haven same evenings at 6—leaves New-Haven every morning, except Tuesday, stops in Ashford over night, and arrives in Boston next evenings at 6, through Dedham, Medfield, Mendon, Thompson, Pomfret, Coventry, E. Hartford on Meriden road to New-Haven—distance 136 miles. Fare from Boston to Hartford, \$5 50; to New-Haven, \$7 50.

Boston and Albany Accommodation Stage, by Worcester, Amherst, Northampton, Pittsfield, and Lebanon Springs, and by Worcester, Southbridge, and Springfield, to Albany, leaves Boston and E. Clark's office, 526 South Market-street, Albany, every Tuesday, Thursday, and Saturday, at 2 A. M. and arrives in Northampton and Springfield at 8 same evenings—leaves Northampton and Springfield for Boston and Albany every Monday, Wednesday, and Friday, at 2 A. M. and arrives in Boston and Albany at 8 same evenings. At Northampton and Springfield, this line intersects the stage passing up and down the river, and likewise intersects the line of stages from Providence through Thompson to Albany at Southbridge. A stage also passes from Greenwich Village through Prescott and Pelham, intersecting at Amherst, passing the manufacturing establishments in Leicester, Charlton, Southbridge, Brimfield and Monson, through New Braintree, Hardwicke, Greenwich, and Enfield, by Amherst College and Hadley Academy, through Northampton, Chesterfield, Pittsfield, Greenbush, to Albany. Fare from Boston to Worcester, \$2; to Southbridge, \$3; to Northampton, \$4 50; to Albany, \$8 75. Books kept in Boston at Earl's, Hanover-street, and Wildes & Hosmer's, Elm-street; in Worcester at C. Stockwell's; in Northampton at Warner's; and in Albany at E. Clark's office.

Boston and Albany Mail Stage, via Brattleboro', Vt. leaves Brigham's, 42 Hanover-street, Boston, Monday, Wednesday, and Friday, at 2 A. M. and arrives in Brattleboro' same evenings at 9—leaves Brattleboro' next

mornings at 2, and arrives in Albany at 9 P. M.—leaves Albany Monday, Wednesday, and Friday, at 2 A. M. and arrives in Brattleboro' same evenings at 9—leaves Brattleboro' next morning at 2 A. M. and arrives in Boston same evenings at 9, through Cambridge, Waltham, Stow, Bolton, Lancaster, Leominster, Fitchburg, Westminster, Templeton, Athol, Orange, Winchester, Hinsdale, Wilmington, Bennington, and Troy. A branch of this line leaves Athol same hours for Albany, through Greenfield, Williamstown, Adams, and Hancock, and arrives in Albany same time, and intersects at Athol.

Boston and Albany Despatch and Phoenix Line of Stages, via *Greenfield*, leaves Riley's, No. 9 Elm-street, Boston, Monday, Wednesday, and Friday, at 4 A. M. and arrives in Greenfield at half past 7 same evenings—leaves Greenfield Tuesday, Thursday, and Saturday, and arrives in Albany same days—leaves Albany Monday, Wednesday, and Friday, and arrives in Greenfield same days—leaves Greenfield Tuesday, Thursday, and Saturday, at 4 A. M. and arrives in Boston at half past 7 same evenings, intersecting the Providence, Worcester, and Keene line, at Hubbardston—through Watertown, Waltham, Lincoln, Stow, Bolton, Lancaster, Sterling, Princeton, Hubbardston, Petersham, New-Salem, Shutesbury, Wendall, Montague, Greenfield, Claremont, Adams, Williamstown, Hancock, Stephentown, Sand Lake to Albany. Fare from Boston to Greenfield, \$3 75; to Albany, \$7 75.

Boston, Keene, Walpole, Charlestown, Windsor, and Hanover Accommodation Stage, leaves Brigham's, 42 Hanover-street, Boston, Monday, Wednesday, and Friday, at 4 A. M. and arrives in Keene same evenings at 7—leaves Keene next mornings at 5, and arrives in Hanover same evenings at 6—leaves Hanover Monday, Wednesday, and Friday, at 4 A. M. and arrives in Keene same evening at 6—leaves Keene next mornings at 4, and arrives in Boston same evenings at 7, through Concord and Westford on Monday, and returns on Thursday, through Groton, Ashby, Rindge, and Fitzwilliam—distance 140

miles. Fare from Boston to Ashby, \$2 50; to Rindge, \$3 25; to Fitzwilliam, \$3 50; to Keene, \$4; to Charlestown, \$5 50; to Windsor, \$6; to Hanover, \$6 50.

Boston, Keene, Walpole, Rutland, and Burlington, Vt. Mail Stage, leaves Brigham's, 42 Hanover-street, Boston, Sunday, Tuesday, and Thursday, at 4 A. M. and arrives at Keene at 7 same evenings—leaves Keene next mornings at 5, and arrives in Rutland same evenings at 7—leaves Rutland next mornings at 5, and arrives in Burlington same evenings at 5—leaves Burlington Monday, Wednesday, and Friday, at 5 A. M. and arrives in Rutland same evenings at 6—leaves Rutland next mornings at 5, and arrives in Keene same evenings at 6—leaves Keene next mornings at 4, and arrives in Boston same evenings at 7, through Concord, Groton, New Ipswich, Jeffrey, Chester, Mount Holley, Brandon, Middlebury, Vergennes, and Charlotte—distance 210 miles. Fare from Boston to Concord, \$1; to Groton, \$2; to New Ipswich, \$2 50; to Jeffrey, \$3 25; to Keene, \$4; to Walpole, \$4 75; to Chester, \$5 75; to Mount Holley, \$6 75; to Rutland, \$7 75; to Brandon, \$8 75; to Middlebury, \$9 75; to Burlington, \$11 25.

Boston, Amherst, Windsor, and Burlington, Vt. Mail Stage, leaves Boyden's (City Tavern,) Boston, Monday, Wednesday, and Friday, at 5 A. M. and arrives in Frankestown same evenings at 6—leaves Frankestown next mornings at 4, and arrives in Windsor at 12, noon, and in Royalton same evenings—leaves Royalton next mornings at 4, and arrives in Burlington at 4 P. M.—from thence to Montreal and Quebec—leaves Burlington three times a week, and arrives in Frankestown Monday, Wednesday, and Friday evenings—leaves Frankestown next mornings at 4, and arrives in Boston at 3 P. M. through Charlestown, Medford, Chelmsford, W. Parish, Nashua Village, Hillsborough, Washington, Newport, Hartland, Woodstock, over Gulf Road to Montpelier—distance 212 miles. Fare from Boston to Windsor, \$6; to Burlington, \$12.

Boston, Portsmouth, N. H. and Portland Accommodation Stage, leaves colonel Wildes' 45 Ann-street, Boston, every morning, except Sundays, at 8, and arrives in Newburyport at 1 P. M. to dine, and in Portsmouth, at 5—leaves Portsmouth next morning at 8, (on lower road) through Kittery, York, Wells, Kennebunk, Biddeford, Saco, and Scarborough, and arrives in Portland at 5 P. M.—leaves Portland every morning except Sundays, at 8, on same road, and arrives in Portsmouth, at 5 P. M.—leaves Portsmouth next morning at 9, and arrives in Boston at 6 P. M.—distance, to Newburyport, 38 miles—fare \$2,00; to Portsmouth, 62 miles, \$3,00; to Portland. 120 miles, \$6,00.

Boston and Providence Citizens' Coach, leaves Boston every morning at half past 7 and arrives in Providence to dine—leaves Providence every morning at half past 7 and arrives in Boston to dine.—On steam boat days, Tuesday, Thursday, and Saturday, the proprietors convey all passengers who wish to take passage in the steam boats for New-York—they also have carriages in readiness to take passengers who may arrive at Providence in the steam boats, to Boston—extra coaches furnished at any time at short notice—books kept at Boyden's city tavern, Exchange Coffee House, Marlboro' Hotel, Commercial Coffee House, Lafayette Hotel, Wildes and Hosmer's, Elm-street, and Shephard's, Bloomfield Lane, Boston; and at Blake's Hotel, Providence—distance 40 miles—fare \$2—*Agents*, A. Fuller, Boston: D. Borden, Providence.

Boston, Walpole, Wrentham, and Providence, R. I. Stage, leaves Boston and Providence every morning except Sundays, at 5—from Providence Monday, Wednesday, Tuesday, and Friday—from Boston, Thursday and Saturday, through Walpole and Wrentham—from Boston, Monday, Wednesday, and Friday—and from Providence, Tuesday, Thursday, and Saturday, over the turnpike. Distance 40 miles—fare \$1 50. Books kept at Blake's Franklin Hotel, Providence, and at Cobb's Marlboro' Hotel, Boston. *Agents*, A. Fuller, Boston, and D. Borden, Providence.

Boston and Providence New Line of Coaches, leaves Boston and Providence every morning at half past 7, and arrives in each place to dine—Tuesday, Thursday and Saturday, runs to meet the steam boats that leave Providence the same afternoons for New-York, and will be in readiness to take passengers to Boston on their arrival at Providence—distance 40 miles—fare \$2—books kept in Boston at Brigham's, 42 Hanover-street; in Providence at Horton's Hotel, Manufacturers' Hotel and at Wesson's Coffee House; in Pawtucket at Jenkes' Hotel—*Agents*, William Norton, Boston; Joel Blaisdell, Providence.

Boston and Burlington Mail Pilot Stage, leaves Jacob Barnard's stage office, No. 9 Elm-Street, Boston, Monday, Wednesday and Friday, at 5 A. M. and arrives in Concord at 5 P. M.—leaves Concord next mornings at 4 A. M. and arrives in Royalton, Vt. at 7 P. M.—leaves Royalton, Wednesday, Friday and Sunday, and arrives in Burlington at 4 P. M.—leaves Burlington, Tuesday, Thursday and Saturday, and arrives in Royalton at 7 P. M.—leaves Royalton, Monday, Wednesday and Friday at 4 A. M. and arrives in Concord at 5 P. M.—leaves Concord, Tuesday, Thursday and Saturday at 4 A. M. and arrives in Boston at 5 P. M. through Charlestown, Medford, Stoneham, Reading, Andover, Methuen, New-Salem, Londonderry, Chester, Hookset, Bow, Boscawen, Salisbury, New-Andover, Wilmont, Springfield, Enfield, Lebanon, Hanover, Hartford, Sharon, Randolph, Brookfield, Williamstown, Barre, Montpelier, Middlesex, Moretown, Waterbury, Bolton, Richmond, Williston to Burlington—distance 210 miles—fare \$12.

Boston, Haverhill, and Concord, N. H. Stage, leaves Jacob Barnard's stage office, No. 9 Elm-street. Boston, Monday, Wednesday and Friday at 5 A. M. and arrives in Concord at 5 P. M. where it connects with the Pilot line for Burlington and Montreal—leaves Concord, Tuesday, Thursday and Saturday at 4 A. M. and arrives in Boston at 5 P. M. through Charlestown, Medford, Stoneham, Reading, Andover, Bradford, Haverhill, Ms., Atkinson, Hampstead, Chester, Candia to

Concord—distance 68 miles—fare \$3 50—*Proprietors' Agent*, Hiram Plummer, Haverhill.

Boston and Worcester Accommodation Stage, leaves H. Earl's, 36 Hanover-street, Boston, Monday, Wednesday and Friday at 8 A. M. and arrives in Worcester at 3 P. M.—leaves Worcester, Tuesday, Thursday and Saturday at 9 A. M. and arrives in Boston at 4 P. M. through Watertown, Waltham, Weston, Sudbury, Marlborough, Northbridge, Shrewsbury to Worcester—distance 42 miles—fare \$2—*Proprietors*, H. Earl, and S. Burt.

Boston, Bolton, Lancaster and Princeton Accommodation Stage, leaves Boyden's city tavern, and Brigham's, Hanover-street, Boston, Monday, Wednesday and Friday at 7 A. M. and arrives in Princeton at 5 P. M.—(see Wachusett Hills,) leaves Princeton, Tuesday, Thursday and Saturday at 6 A. M. and arrives in Boston at 2 P. M. through Cambridge, Watertown, Waltham, Weston, Lincoln, Sudbury, Stow, Bolton, Lancaster, Sterling to Princeton—distance 47 miles—*Proprietors*, Holman, Cowe & Co. Bolton; James Barnard & Co. Boston.

Brunswick and Wiscasset, Me. Stage, leaves Brunswick every day at 10 A. M. and arrives at Wiscasset at 2 P. M.—leaves Wiscasset every day at 8 A. M. and arrives in Brunswick same days, through Bath—owned by Maine Stage Company.

Buffalo and Erie Mail Stage, leaves the Mansion House, Buffalo, every morning at 4, and Erie every morning at the same hour.

Catskill and Ithaca, N. Y. Mail and Post Coach Line—N. Steel & Co.'s line leaves Catskill, Sunday and Thursday at 6 A. M. through Cairo, Windham, Roxbury, Stamford, Kortright, Delhi, Merideth, Franklin, Unadilla, Ox-

ford, Greene, Lisle, &c. to Ithaca—the stages meet in Delhi first evening and in Greene second evening.—H. Watkins & Co.'s leaves Catskill, Tuesday and Friday at 6 A. M. through Cairo, New-Durham, Broome, Blenheim, Stamford, Harpersfield, Merideth, Franklin, Sidney, Unadilla, Bainbridge, Greene, &c. to Ithaca—this line meets the western stages at Harpersfield first evening and at Greene second evening.—Coaches leave Ithaca, Sunday, Tuesday, Thursday and Friday at 4 A. M. and arrive in Catskill in time for the steam boat on the third day—fare 4 cts. per mile—seats taken in Catskill at Crosswell's and Donnelly's; in Ithaca at Spencer's, and at the intermediate stage houses.—A stage leaves Harpersfield every Monday for Albany, and leaves Albany every Wednesday for Harpersfield; N. Steel & Co.'s line intersects it, and also intersects the Utica and Binghamton lines at Oxford—*Proprietors*, H. Watkins & Co. and N. Steel & Co.

Conway, N. H. and Portland, Me. Stage, leaves Conway, Monday and Thursday at 5 A. M. and arrives in Portland at 5 P. M.—leaves Portland, Wednesday and Saturday at 7 A. M. and arrives in Conway at 7 P. M. through Fryeburg, Baldwin, Standish and Gorham—fare \$2 50—owned by White Mountain Stage Company.

Conway, N. H. and Lancaster, N. H. Stage, leaves Conway, Thursday and Sunday at 5 A. M. and arrives in Lancaster same days—leaves Lancaster, Friday and Wednesday and arrives in Conway same days, passing through the notch of the White Mountains each way—fare \$2,50—owned by the White Mountain Stage Company.

Dover and Portsmouth, N. H. Stage, leaves Dover every day, except Sundays, at 8 A. M. and arrives in Portsmouth at 10—leaves Portsmouth every day, except Sundays, at 5 P. M. and arrives in Dover at 7, through Newington—distance 12 miles—fare 62½ cts.—*Proprietors' Agent*, Simeon Wingate.

Dudley and Boston Accommodation Stage, by Worcester, Ward, Millbury, Sutton and Oxford, leaves Boston every Tuesday, Thursday and Saturday, at 2 A. M. and Worcester at 10 A. M. and arrives at Dudley same day—leaves Dudley for Worcester and Boston, every Monday, Wednesday and Friday, at 7 A. M. and arrives at Worcester, at 12, and at Boston at 8, same evening, and passes the Manufacturing Establishments in Oxford and Dudley—on Monday, Tuesday, Friday and Saturday, on its way through Oxford, passes the Manufacturing Establishments of Leffingwell, Preston & Co. the Mineral Springs of Major Joseph Lamb on Wednesdays and Thursdays by the way of Millbury and Sutton—(all baggage at the risk of the owners) seats in Boston, taken at Wildes and Hosmer's, Elm-street.

Eastern Mail Stage, leaves Wildes', 45 Ann-street, Boston, every morning, at 2, through Salem, Ipswich, Newburyport, and arrives in Portsmouth at 10 A. M. and in Portland at 8 same evening—leaves Portland every morning at 4, and arrives in Portsmouth at half past 12, noon, and in Boston at 9 same evening—distance to Newburyport 38 miles—fare \$2 50; to Portsmouth 62 miles \$4; to Portland 120 miles \$8—*Agents*, Col. Jeremiah Colman, Newburyport, and A. Rice, Portsmouth.

Hartford and Providence Mail Stage, leaves Hartford, Monday, Wednesday and Friday mornings, on the arrival of the southern mail, and arrives in Providence, same evenings—leaves Providence, Tuesday, Thursday and Saturday at 9 A. M. and arrives in Hartford same evenings, through East-Hartford, Manchester, Bolton, Coventry, Mansfield, Ashford, Pomfret, Killingly, Foster, Gloucester, Scituate and Johnstown—distance 70 miles—fare \$4 37—*Proprietors*, James Goodwin, jr. Hartford; E. Pomroy, Coventry; D. Clark, Ashford; D. Cornel, Gloucester.

Hartford and Litchfield, Conn. Mail Coach, leaves Morgan's Coffee House, Hartford, Monday, Wednesday and Friday at 8 A. M. and arrives in Litchfield at 3 P. M.—leaves Litchfield, Tuesday, Thursday and Saturday at 8 A. M. and arrives in Hartford at 3 P. M. through Farmington, Burlington and Harwinton to Litchfield—fare \$2—*Proprietor*, Josiah Parks.

Hartford and New-Haven, Conn. Steam Boat Stages, leave Morgan's Coffee House, Hartford, every day at 10 A. M. ; on Monday, Wednesday and Friday, via. Berlin, Meriden and Wallingford, and on Tuesday, Thursday and Saturday, via. Farmington, Southington and Cheshire, and arrive in New-Haven in time to take the steam boats and stages for New-York—leave New-Haven on the arrival of the steam boats from New-York and arrive in Hartford in time to take the stages that leave there each day in the week—distance 40 miles—fare \$2—*Proprietors*, James Rose & Co. Hartford ; and John Babcock, junr. New-Haven.

Hartford, Connecticut and Albany, N. Y. Mail Stage, leaves Morgan's Coffee House, Hartford, Monday, Wednesday and Friday at 2 A. M. and arrives in Albany same evenings at 8—leaves E. Clark's office, No. 526, South Market-street, Albany, Tuesday, Thursday and Saturday at 2 A. M. and arrives in Hartford same evenings at 8 through New-Hartford, Norfolk, Sheffield, West Stockbridge and Chatham, to Albany—distance from Albany to Chatham 15 miles ; to West Stockbridge 30 miles ; to Sheffield 46 miles ; to Norfolk 60 miles ; to New-Hartford 76 miles ; to Hartford 96 miles—fare \$5—*Proprietors*, Aaron French, T. Whitlock, Aaron Hosmer, Calvin Forbes, Moses Forbes and Samuel P. Patterson.

Hartford and New-Haven, Con. Accommodation Stage, leaves Morgan's Coffee House, Hartford, Monday, Wednesday and Friday at 11 A. M. and arrives in New-Haven at 6 P. M.—leaves New-Haven, Tuesday, Thursday,

and Saturday at 8 A. M. and arrives in Hartford at 3 P. M. through Weathersfield, Rocky Hill, Middletown U. H. Middletown, Durham, and Northford—distance 40 miles—fare \$2—extra stages and coaches furnished, on short notice, at all times—*Proprietors*, James Rose & Co. Hartford; and John Babcock, jr. New-Haven.

Hartford, Conn. and Hanover, N. H. Mail Stages, (on east side of Connecticut River) leave Hartford and Hanover Monday, Wednesday, and Friday, at 5 A. M. and arrive in Hinsdale same evening—leave Hinsdale Tuesday, Thursday, and Saturday mornings and arrive in Hartford and Hanover same evenings; intersecting the Boston and Brattleboro' line at Hinsdale—the Boston, Keene, and Walpole line, and all the lines from Albany to Boston in the distance of the route. Distance from Hartford to Hanover, 152 miles—fare \$7 25.—*Proprietors*, Robert M. Abbe & Co. E. Graves & Co. Skinner & Marsh.

Lewistown and Rochester, N. Y. Mail Stage, leaves Lewiston every morning at 4 P. M. and arrives at Rochester at 7 same evening—passes through the villages of Hartland, Ridgway, Oak Orchard, Gaines, Sandy Creek, Clarkson, and Parma—leaves Rochester at 4 A. M. and arrives in Lewiston at 7 P. M.—distance 80 miles—fare \$3 50—extras are all times furnished either at Rochester or Lewiston.—*Proprietors*, Samuel Barton, Lewiston; Orry Adams, Rochester.

Northampton, Mass. and Hartford, Conn. Enterprise Stage, via Westfield and Connecticut State Prison, leaves Curtis's, Northampton, every Monday morning at 2 and arrives at Hartford in time to take the steam boat Oliver Ellsworth for New-York; and on Wednesday and Friday mornings leaves same place at 8 and arrives in Hartford at 2 P. M.—leaves Hartford, Tuesday, and Thursday at 8 A. M. and arrives in Northampton at 2 P. M. on Saturdays leaves Hartford on the arrival of the steam boat and arrives at Northampton in six hours—fare from North-

amptton to Hartford \$2,25—*Proprietors* J. Curtis & Co. Northampton, and B. Merwin & Co. Westfield.

New-London and Hartford, Conn. Stage, leaves New-London, Tuesday and Thursday at 8 A. M. and arrives in Hartford at 6 P. M.—leaves Morgan's Coffee House, Hartford, Wednesday and Friday at 8 A. M. and arrives in New-London at 5 P. M. through Waterford, Montville, Salem, Colchester, Hebron, Marlboro', Glastenbury, and East Hartford—distance 47 miles—fare \$3—*Proprietors*, Elias W. Newton, Colchester, and Horatio G. Broom, New-London.

New-York and Easton Mail Stage, leaves New-York Tuesday, Thursday, and Saturday, at 6 A. M. and arrives at Easton, same evenings at 7—leaves Easton, Monday, Wednesday, and Friday mornings, and arrives in New-York at 5 P. M. through Elizabethtown, Springfield, Chatham, Bottlehill, Morristown, Mendham, Chester by the Schoolies Mountain Springs, Anderson, Washington to Easton—distance 70 miles—fare \$3—*Proprietors*, James Anderson, Benjamin C. Chamberlin, and John Drake.

New-Haven, Litchfield, Conn. and Albany N. Y. Mail Coach, leaves New-Haven, Tuesday, Thursday, and Saturday at 8 A. M. and arrives in Litchfield at 3 P. M.—leaves Litchfield Monday, Wednesday, and Friday at 5 A. M. and arrives in Albany same evenings—leaves Albany Tuesday, Thursday, and Saturday, at 2 A. M. on the arrival of the Albany stages and arrives in Litchfield at 5 P. M.—leaves Litchfield Monday, Wednesday, and Friday at 7 A. M. and arrives in New-Haven at 2 P. M. through Waterbury, Watertown, East Goshen, Norfolk, Canaan, Sheffield, Great Barrington, West Stockbridge, Chatham, Nassau, Schodac and Greenbush to Albany—fare from Litchfield to Albany \$4—Books kept at Morse's General Stage Office and Bishop's Hotel, Church-street,

New-Haven—at the public houses in Litchfield, and at E. Clark's Stage Office, South Market-street, Albany—*Proprietors*, John W. Harris, New-Haven; J. Parks, Litchfield; A. Hosmer, C. Forbes, M. Forbes, and S. P. Patterson.

Newburgh and Ithaca, N. Y. Mail Stage, leaves Newburgh Sunday, Tuesday, and Thursday, at 6 A. M. and arrives in Ithaca, Monday, Wednesday, and Friday evenings, through Monticello, Cocheco, Damascus, Mount Pleasant, New-Milford, crosses the Susquehannah River, through Chenango Point and Oswego to Ithaca—*Proprietors*, James Crawford, Newburgh; J. Baird, Bloomingburgh; E. Hathaway, Monticello; J. Mott, New-Milford.

Norwich and Hartford, Conn. Mail Coach, leaves Kinney's hotel, Norwich, every Tuesday at 8 A. M. and arrives in Hartford at 5 P. M.—leaves Morgan's Coffee House, Hartford, every Wednesday at 7 A. M. and arrives in Norwich at 5 P. M. through Chelsea, Bozrah, Franklin, Lebanon, Windham, Columbia, Coventry, (Andover parish) Bolton, Manchester, and East Hartford—distance 40 miles—fare \$2 50—*Proprietors*, N. Kinney, Norwich; R. S. White, Bolton; and Jabez Loomis.

Norwich and Hartford, Conn. Stage, leaves Norwich (Chelsea Landing) every Thursday at 9 A. M. and arrives in Hartford at 6 P. M.—leaves Morgan's Coffee House, Hartford, every Friday at 7 A. M. and arrives in Norwich at 5 P. M. through Norwichtown, Bozrah, Bozrville, Colchester, Hebron, Marlborough, Glastenbury, and East Hartford—distance 40 miles—fare \$2 50.

Providence, Bristol, and Newport, R. I. Mail Stage, leaves Providence every day, except Sundays, at 9 A. M. and arrives in Bristol at 11, and in Newport at 4 P. M.—leaves Newport every day, except Sundays, at 9 A. M.

and arrives in Providence at 4 P. M.—distance from Providence to Bristol 15 miles, to Newport 30—fare from Providence to Bristol \$1, to Newport \$1 43.

Portsmouth and Concord, N. H. Mail Stage, leaves Portsmouth Monday, Wednesday, and Friday, at 8 A. M. and arrives in Concord at 5 P. M.—leaves Concord Tuesday, Thursday, and Saturday, at 6 A. M. and arrives in Portsmouth at 3 P. M.—through Greenland, Stratham, Exeter, Epping, Deerfield, Allenstown, and Pembroke, to Concord—distance, 50 miles—fare, \$2,50.—A branch from the Mail Stage intersects the Portsmouth and Concord Mail Stage at Exeter and at Hampton Falls—fare from Newburyport to Concord, \$2 50.—*Agent* Daniel Storey, Portsmouth.

Providence R. I. and Norwich, Conn. Mail Stage, leaves Providence Monday, Wednesday, and Friday at half past 2 P. M. and arrives in Norwich at 10 same evenings—leaves Norwich Tuesday, Thursday, and Saturday at 12 noon, and arrives in Providence at half past seven same evenings—through Olneyville, Scituate, Foster, Coventry, Sterling, Plainfield, and Jewett city to Norwich. This line is connected with the Boston, Taunton, New-Haven and Hartford mail lines, so that passengers can take seats for either of those routes.—Books kept at Blake's Franklin House, Providence, and at Kinney's Hotel, Norwich—fare \$3.—*Agents*, N. Manchester and A. Fry.

Plymouth and Boston Accommodation Stage, leaves Plymouth, Monday, Wednesday, and Friday mornings and arrives in Boston to dine—leave Boyden's city tavern, Tuesday, Thursday, and Saturday at 11 A. M. and arrives in Plymouth same afternoon, through Kingston, Duxbury, Pembroke, Hanover, Scituate, Weymouth, Quincy, and Dorchester—fare through, \$1 50.

Plymouth and Boston Accommodation stage, (twice a

week) leaves Plymouth, Tuesday and Thursday at $\frac{1}{2}$ past 6 A. M. and arrives in Boston to dine—leaves Boston, Wednesday and Friday, at 11 A. M. and arrives in Plymouth same evening, through Kingston, Hanover, Abington, Weymouth, Quincy, and Dorchester—distance 38 miles—fare \$1 50—books kept at Wildes & Hosmer's, Elm-street, Boston, and old colony hotel, Plymouth.

Plymouth and Boston Accommodation Stage, leaves Plymouth, Monday, Wednesday, and Friday, at half past 6, A. M. and arrives in Boston to dine—leaves Boston, Tuesday, Thursday, and Saturday, at 11 A. M. and arrives in Plymouth same evenings, through Kingston, Pembroke, Hanover, Scituate, Weymouth, Quincy and Dorchester—distance 38 miles—fare \$1,50—books kept in Boston, at Riley's, Elm-street, and at Hamilton's, city hotel, Elm-street, and in Plymouth at old colony hotel—*Proprietors*, A. Thayer and B. Cushing & Co.

Plymouth, Falmouth, Barnstable, and Boston Mail Stage, leaves Barnstable and Falmouth, Monday, Wednesday, and Friday mornings, and arrives in Boston at 5 P. M.—leaves Boyden's (city tavern) Tuesday, Thursday, and Saturday at 4 A. M. and arrives in Falmouth and Barnstable same afternoon—at Falmouth it meets the mail packet which runs to Nantucket same evening, through Sandwich, Kingston, Duxbury, Pembroke, Hanover, Scituate, Hingham; Quincy, and Dorchester—fare from Boston, to Plymouth, \$1,50; to Sandwich, \$2,50; to Falmouth, \$3,50; to Barnstable, \$3,83—*Proprietors*, Simeon Boyden & Co. Boston; Sivret and Whiting, Scituate; George Drew, Plymouth.

Portsmouth, Concord, Charlestown, N. H. and Albany, N. Y. Mail Stage, leaves Portsmouth, Monday, Wednesday, and Friday at 8 A. M. and arrives in Concord at 5 P. M.—leaves Concord next mornings at 7 and arrives in Charlestown same day, where it intersects the Whitehall, Saratoga Springs and Albany stages; over the N. H.

turnpike, through Dover, Durham, Northwood, Hopkinton, Henniker, and Hillsborough; passengers for Canada will arrive at Whitehall in season to take the steam boat for St. John's, and leave there in season to take the Eastern line at Granville, to return. A line of stages, which intersects the above at Hillsborough, passes through Hancock and Peterborough.

Portland, Me. and Augusta Stage, leaves Portland every day at 4 A. M. and arrives in Augusta at half past 3 P. M.—leaves Augusta every day at 8 A. M. and arrives in Portland at half past 7 P. M. through North Yarmouth, Freeport, Brunswick, Bowdoinham, Gardiner, and Hallowell—fare \$3—owned by the Maine Stage Company.

Portland and Bath, Me. Accommodation Stage, leaves Portland every day at 10 A. M. and arrives in Bath at 5 P. M.—leaves Bath every day at 8 A. M. and arrives in Portland at 2 P. M.—fare \$1,50—owned by the Maine Stage Company.

Portland, Hallowell, and Augusta Stage, (upper road) leaves Portland, Monday and Thursday at 5 A. M. and arrives in Hallowell at 6 P. M.—leaves Hallowell, Tuesday and Friday at 5 A. M. and arrives in Portland at 6 P. M. through Gray, New Gloucester, Danville, Lewiston, Greene, Monmouth, and Winthrop—fare \$3.

Paris, Me. and Portland Stage, leaves Paris, Monday and Wednesday at 5 A. M. and arrives in Portland at 4 P. M.—leaves Portland, Wednesday and Saturday at 5 A. M. and arrives in Paris at 4 P. M. through Gray, Poland, and Norway—fare \$2.

Pawtucket and Providence Diligence Stage, leaves Jenks's hotel, Pawtucket, every day at 9 A. M. and 2 P. M. and

leaves Clark's, Providence, at 12, noon, and 4 P. M.—distance 3 miles—fare 25cts.

Poughkeepsie, N. Y. and Litchfield, Conn. Mail Coach, leaves Poughkeepsie, Monday, Wednesday, and Friday at 5 A. M. and arrives in Litchfield same afternoons—leaves Litchfield, Tuesday, Thursday, and Saturday at 5 A. M. and arrives in Poughkeepsie same afternoons, through Pleasant Valley, Washington, Dover, America, Sharon, Ellsworth, and Cornwall to Litchfield—fare \$3—*Proprietors*, Wm. Stevens & Co.

Saco and Portland, Me. Accommodation Stage, leaves Saco every day, Sundays excepted, at 7 A. M. and arrives in Portland at 9 A. M.—leaves Portland same days at 4 P. M. and arrives in Saco at 6 P. M.—Distance 15 miles—fare 75 cents.—*Proprietor's Agent* A. Rice, Portsmouth.

Saratoga Springs and Manchester, Vt. Stage, leaves Saratoga Springs, Monday, Wednesday, and Friday at 5 A. M. and arrives in Manchester same evenings—leaves Black's, Manchester, Tuesday, Thursday and Saturday at 4 A. M. and arrives at Saratoga Springs same evenings, through Dorset, Rupert, Granville, Fort Ann and Sandy Hill—fare \$2.

Saratoga Springs and Lake George Stages, leave each place every morning at 9—distance 28 miles.—*Proprietors*, Doney and Patterson.

Springfield, Mass. and Providence, R. I. Stage, leaves Springfield, Monday, Wednesday, and Friday, at 2 A. M. breakfast at A. Norcross's, Monson, $\frac{1}{2}$ past 5, arrives in Southbridge at $\frac{1}{2}$ past 9, dine at Cady's, Gloucester, R. I. $\frac{1}{4}$ past 2 P. M. and arrives in Providence at $\frac{1}{4}$ past 6 same evenings—leaves Providence, Tuesday, Thursday, and Saturday at 4 A. M. breakfast at Cady's, Gloucester, $\frac{1}{2}$ past

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	<i>Miles.</i>
From Rochester to Pittsford,.....	10
Fullam's Basin,.....	16
Palmyra,.....	29
Newark,.....	37
Lyons,.....	44
Clyde,.....	53
Montezuma,.....	64
Bucksville,.....	70
Weed's Basin,.....	73
Jordan,.....	79
Canton,.....	85
9 Mile Creek,.....	91
Geddes',.....	97
Syracuse,.....	99
Orville,.....	105
Manlius,.....	108
Chitteningo,....	116
New Boston,.....	120
Canastota,.....	124
Oneido Creek,.....	129
Loomis',.....	132
Smith's,.....	138
Rome,.....	149
Oriskany,.....	153
Whitesborough,.....	156
Utica,.....	160

INDEX.

A.

Ackland, <i>Major</i> ,	134
<i>Lady Harriet</i> ,	137
Albany	42
Alexandria (<i>D. C.</i>).....	338
Amboy	21
Amherst	258
Ammonoosuc River (<i>Lower</i>)	270
Andre's Grave	36
Capture and Execution.....	34
Andover	296
Anthony's Nose, <i>Hudson River</i>	31
<i>on Erie Canal</i>	60
<i>Lake George</i>	172
Antiquities	82, 102, 116, 263, 330
Aqueduct, <i>Lower</i> ,	57
<i>Upper</i> ,	57
<i>at Little Falls</i> ,	63
<i>Rochester</i> ,	75
Arnold's Treachery.....	34
Arsenal	251
<i>Troy</i> ,	52
<i>Quebec</i> ,	211
Ascutney Mountain	265
Assomption River	201
Attleborough	285
Auburn.....	114

B.

Baker's Falls	230
Ballston Springs	140

Baltimore.....	340
Bangor.....	331
Bartlett.....	310
Basin Harbour.....	184
Batavia.....	104
Bath (<i>Maine</i>).....	329
(<i>N. H.</i>).....	270
(<i>N. Y.</i>).....	24
Battle of Bemis's Heights.....	127
Bennington.....	127
Bloody Brook.....	259
Booth Bay.....	326
Bridgewater, or Lundy's Lane,.....	89
Bunker's Hill.....	238
Chippewa.....	87
Eric.....	98
Groton.....	275
Johnstown.....	60
Lake George.....	165
Lexington.....	295
Pequod.....	276
Plattsburgh.....	185
Princeton.....	20
Quebec.....	215
Do. in 1775.....	217
Queenston.....	81
Rocky Brook.....	160
Sachem's Field.....	281
Saratoga.....	147
Ticonderoga.....	218
Trenton.....	19
Turner's Falls.....	261
White Plains.....	29
Beauport.....	218
Bellows Falls.....	263
Bethlehem.....	16
Beverly.....	319
Black Rock.....	99
Bloody Brook.....	259
Pond.....	160
Bloomfield.....	106

Blue Hills.....	286
Book recommended.....	25
Borough.....	122
Boston.....	287
Bordentown.....	18
Brattleborough.....	262
Bristol.....	18
Brock's Monument.....	82
Battery.....	214
Brookfield.....	292
Buffalo.....	99
Bunker's Hill.....	288
Burgoyne's (Gen.) <i>Expedition</i>	124
<i>Battle Ground</i>	129
<i>Quarters</i>	137
<i>Retreat</i>	136
<i>Surrender</i>	155
Burlington (N. J.).....	185
(Vermont).....	269

C.

Caldwell.....	161
Canada, <i>General Remarks on</i> ,.....	94
<i>Canals.</i>	
Blackstone Canal.....	285
Cayuga and Susquehannah do.....	113
Champlain do.....	55
Connecticut do.....	252
Erie do.....	342
Maine do.....	328
Massachusetts do.....	252
Pennsylvania do.....	10, 16
Vermont do. (proposed).....	272
Welland do.....	273
Canal Boat, <i>Description of</i> ,.....	50
<i>Canal Routes.</i>	
From Albany to Schenectady.....	50
Auburn to Syracuse.....	116
Boston to Chelmsford.....	295
Rochester to Lockport.....	78
Schenectady to Albany.....	119

From Schenectady to Utica	58
Syracuse to Rochester	74
Syracuse to Utica	117
Utica to Schenectady	118
Utica to Syracuse	66
Canajoharie	60
Canandaigua	106
Cape Diamond	212
Rouge	222
St. Vincent	98
Carthage	73
Castle of St. Louis	211
Catskill	37
Mountains	37
Caughnawaga	59
Cayuga Lake	111
Centre Harbour	301
Chambly	224
Charleston (S. C.)	334
Charlestown (Mass.)	288
(N. H.)	264
Charter of Connecticut	243
Chaudiere River	207
Chazy	186
Chelmsford	297
Chimney Point	181
Chippewa	87
Cleveland	101
Coal Mines of Pennsylvania	16, 17
<i>Colleges.</i>	
Amherst	258
Andover	296
Brown	284
Burlington	185, 269
Cambridge	295
Dartmouth	269
Hamilton	64
Yale	233
Concord	298
Congress Hall	148
Spring	149

Connecticut River.....	238
Navigation of do.....	271
Conway	305
Crawford's House.....	312
Crow Point.....	181

D.

Deaf and Dumb Asylums.....	224
Dedham.....	285
Deerfield.....	260
Delaware River.....	18
and Hudson Canal.....	16
and Rariton do.....	19
and Susquehannah do.....	10
Dieskau (Gen.)	165
Dobb's Ferry	29
Dorchester Heights.....	289
Dover.....	297
Dunning-street.....	123

E.

East Bay	227
East Canada Creek.....	60
Easton	12
Elizabethtown.....	21
Essex (Conn.).....	238
(N. Y.).....	185

F.

Fairfield	231
-----------------	-----

Falls.

Baker's.....	230
Bellows.....	263
Carthage.....	76
Catskill.....	40
Glen's.....	158
Ithaca.....	113
Miller's.....	230
Montmorency	218
Niagara	80

Rochester.....	76
South Hadley	251
Trenton	65
Turner's.....	261
Fishkill Mountain	37
Franconia	300
Frazer's <i>Death</i>	138
<i>Grave</i>	136

Forts.

Adams.....	282
Anne	228
Clinton.....	30
Crown Point.....	181
Edward.	230
Green	283
Griswold.....	275
Herkimer.....	64
Hunter	29
Independence.....	29
Lee	28
Miller	131
Mohawk's	29
Montgomery	30
Niagara.....	47
Oswego.....	97
Plain.....	60
Putnam.....	32
Saybrook	237
Stanwix	66
Ticonderoga.....	173
Trumbull.	274
Washington	28
William Henry.....	168
Wolcott.....	282
Fryeburgh.....	306

G.

Galloway	145
Gates's (<i>Gen.</i>) Camp	128
Geddesburgh	73
Genesee River.....	96

Geneseo	105
Georgetown (<i>D. C.</i>).....	338
German Flats.....	63
Grand River.....	101
Green Bay.....	101
Greenfield.....	250
Gulf Road.....	265

H.

Haddam.....	239
Hadley	258
Hallowel.....	332
Hamburgh.....	13
Hampton	322
Hanover.....	269
Harlem.....	231
Hartford (<i>Conn.</i>).....	243
(<i>Vermont</i>).....	184
Hatfield	258
Haverhill (<i>Mass.</i>).....	297
(<i>N. Y.</i>).....	270
Hell Gate.....	232
Herkimer.....	64
(<i>Gen.</i>).....	61
Highlands.....	30
Hoboken.....	27
Horseneck.....	231
Hudson.	41
River.....	26
Hunt's Farm.	264
Hydrostatic Locks.....	53, 64, 71

I.

Indians.

Menominies.....	101
Mohawks	59
Mohegans.....	279
Pokanokets.....	283
Oneidas.....	67
Pequods.....	231, 277
Senecas.....	102
Tuscaroras.....	79

Islands.

In Lake Champlain.....	184
George.....	163
Ontario.....	184
Isle Aux Noix.....	186
Ithaca.....	113

J.

Jacques Cartier.....	207
Jarvis's Farm.....	263
Johnson (<i>Sir Wm.</i>).....	59
Johnstown.....	59
Junction.....	55

K.

Kennebec River.....	329
Kennebunk.....	324
Kidd, the Pirate.....	235
Kingsbridge.....	29
Kosciusko's Retreat.....	32
Ktardin Mountain.....	331

L.

La Fayette Spring.....	141
------------------------	-----

Lakes.

Cayuga.....	111
Canandaigua.....	107
Champlain.....	180
Erie.....	91, 100
George.....	161
Excursion to,.....	157
Of the Clouds.....	315
Ontario.....	91
St. Peter.....	205
Saratoga.....	151
Seneca.....	110
Winnipiseogee.....	300
Lancaster.....	271
Laprairie.....	190
Lead Mines.....	241

Lebanon Springs.....	44
Leroy.....	104
Lewiston.....	80
Lexington.....	295
Little Falls.....	62
Littleton.....	270
Little Schuylkill.....	14
Liverpool.....	73
Lockport.....	79
Long-Branch.....	24
Long Level.....	64
Lorette.....	212
Lovel's Fight.....	308
Pond.....	307
Lundy's Lane.....	89
Lynn.....	318

M.

M'Crea's Murder.....	229
M'Donough's Victory.....	185
Machiche.....	201
Maitland's (Sir P.) Residence.....	81
Manayunk.....	12

Maps.

Hudson River.....	26 and onward.
Erie Canal.....	50 and onward.
Lake Champlain.....	170 and onward.
of the Routes.....	1
Connecticut River.....	232
St. Lawrence.....	200
Marblehead.....	320
Massacre at Fort Wm. Henry.....	168
Mauch Chunk.....	17
Mechanicville.....	122
Miantonimo.....	281
Middletown.....	240
Military Academy—West Point.....	33
Middletown.....	240
Miller's Falls.....	230
Mohawk....	59, 61
Mohegan.....	277

Montmorency.....	218
Montpelier.....	266
Montreal.....	192
Morristown.....	98
Mount Carbon.....	14
Holyoke.....	255
Hope.....	283
Vernon.....	338
Washington.....	313

N.

Nahant.....	290
New-Brunswick.....	21
Newburgh.....	36
Newburyport.....	321
New-Haven.....	232
New-Lebanon Springs.....	44
New-London.....	275
Newport.....	281
New-York.....	22
Niagara Falls, from American side.....	80
Canada side.....	83
Norristown.....	13
Norwich.....	279
Northampton.....	252
Notch in the Mountains.....	312
House.....	311

O.

Ogdensburgh.....	98
Oneida.....	67
Orange Springs.....	37
Orwigsburgh.....	14
Oswego.....	97
Canal.....	71
Overslaugh.....	41
Ox Bow.....	270

P.

Packet Ships.....	24
Boats on Canals.....	50

Palatine	61
Palisadoes.....	27
Paris.....	310
Pawtucket.....	284
Pequod Indians.....	231
Perth Amboy.....	21
Philadelphia.....	5
Pickwaket Mountain.....	305
Piermont.....	270
Pine Orchard.....	38
Plainfield.....	281
Plains of Abraham	215
Plattsburgh.....	185
Port Genesee.....	96
Port Kent.....	185
Portland.....	325
Portsmouth.....	322
Poughkeepsie.....	37
Princeton.....	20

Prisons. (State)

Maine.....	330
Massachusetts.....	289
New-York	114
New-Hampshire	298
Pennsylvania	6
Vermont.....	265
Providence.....	284

Q.

Quebec.....	203
Queenstown.....	81

R.

Rapids of Niagara.....	85
Richelieu	206
St. Mary.....	201
Red Mountain	301
Reidesel, Baroness,.....	137
Rensselaerwyck.....	50
Ridge Road	78

Roads. (See page 344.)*Routes.* (See *Tours.*)

Roxbury.....	285
Royalton.....	266

S.

Saco	324
Sackett's Harbour.....	97
St. Johns	188
St. Lawrence.....	191, 200
Salem	319
Salina	71
Salt Springs.....	73
Sandusky	101
Sandy Creek.....	77
Sandy Hill.....	159
Sandy Lake.....	52
Sans Souci.....	140
Saratoga.....	147
Saybrook	236
Schenectady.....	57
Schoharie Creek	59
Scholey's Mountain Springs.....	24
Schuyler, Gen.....	155
Schuylersville.....	154
Schuykill River.....	11, 12
Water Works.....	8
Shaker Village.....	47
Seneca Indians.....	102
Lake.....	110
Sorel River.....	186
Village.....	204
South Bay	226
Spa, Ballston	140
Lebanon.....	44
Saratoga.....	147
<i>Springs.</i>	
Ballston	140
Burning	87, 107
New-Lebanon	44
Saratoga.....	147

Suffield.....	249
White Mountains.....	306
Springfield.....	250
Squam Lake.....	304
Stafford.....	344
Staten Island.....	21

Steam Boats.

From New-York up the Hudson.....	26, 27
New-York to Connecticut.....	22
New-York to Rhode Island.....	22
on Cayuga Lake.....	111
on Lake Champlain.....	224
on Lake George.....	163
on Lake Ontario.....	96
on Lake Erie.....	101
on the St. Lawrence.....	200
Stillwater.....	123
Stonington.....	276
Stony Point.....	30
Suffield.....	249
Sugar-Loaf Hill.....	259
Syracuse.....	70

T.

Table Rock.....	84
Tarrytown.....	29
Thames River.....	277
Thimble Islands.....	235
Thomastown.....	330
Three Rivers.....	205
Ticonderoga.....	173, 225
Tour of Maine.....	318
of New-England.....	231
to Niagara.....	50
to the Pennsylvania Coal Mines.....	9
to Quebec.....	157
to the White Mountains.....	295

U.

Uncas	279
Utica	64

V.

Vernon (Mount)	338
Verplanck's Point	20

W.

Wadsworth's Farm	105
Walpole (N. H.)	262
(Mass.)	285
Ware	293
Washington	336
Waterloo (N. Y.)	113
(Canada)	93
Waterford	121
Water Gap	14
Weed's Basin	74
Weehawken	27
Weigh Locks	53, 64, 71
Welles	327
West Canada Creek	65
West Point	33
Wethersfield, (Con.)	232
(Verm.)	264
Whirlpool	83
Whitehall	227
White Mountains	313
River	265
Wiscasset	329
Wolfe's Cove	207
Wood Creek, near L. Champlain	228
Worcester	247

Y.

York	323
------------	-----



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